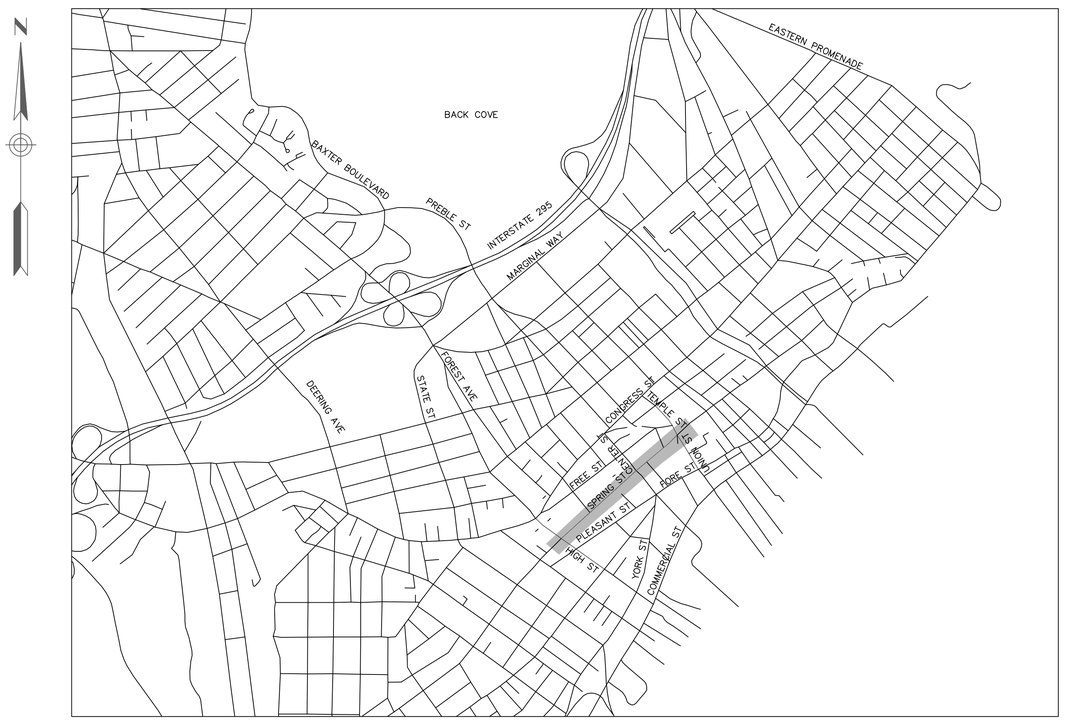
CITY OF PORTLAND
PUBLIC SERVICES DEPARTMENT

SPRING STREET RECONSTRUCTION PROJECT

MaineDOT WIN 20256.00
APRIL 29, 2015



SITE LOCATION MAP

0' 500' 1000'
0 1/2" 1"
SCALE 1" = 1000'

LIST OF DRAWINGS

SHEET No.	DRAWING No.	TITLE
1		TITLE SHEET
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22-26	CRB-1 TO CRB-5	CURB LAYOUT PLAN
27-31	PM-1 TO PM-5	PAVEMENT MARKING PLAN
32-35	TRA-1 TO TRA-4	TRAFFIC PLAN

MILONE & MACBROOM
100 Commercial Street
Suite 417
Portland, Maine 04101
(207) 541-9544 Fax (207) 541-9548
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ESTIMATED QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY
202.202	REMOVE PAVEMENT SURFACE	SY	17826
203.20	COMMON EXCAVATION	CY	2265
304.10	AGGREGATE SUBBASE COURSE GRAVEL (TYPE D)	CY	1762
304.15	AGGREGATE BASE COURSE – TYPE B	CY	652
403.208	HOT MIX ASPHALT 12.5MM NOMINAL MAXIMUM SIZE	TON	773
403.209	HOT MIX ASPAHLT 9.5MM NOMINAL MAXIMUM SIZE (INCIDENTALS)	TON	127
403.210	HOT MIX ASPHALT 9.5MM NOMINAL MAXIMUM SIZE	TON	1540
409.15	BITUMINOUS TACK COAT, APPLIED	G	1518
603.15	12 INCH CULVERT PIPE OPTION 1	LF	119
604.092	CATCH BASIN TYPE B1–C	EA	5
604.16	ALTERING CATCH BASIN TO MANHOLE	EA	7
604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	EA	1
608.15	BRICK SIDEWALK WITH BITUMINOUS BASE	SY	1285
608.26	CURB RAMP DETECTABLE WARNING FIELD	SF	272
609.11	VERTICAL CURB TYPE 1	LF	1086
609.12	VERTICAL CURB TYPE 1 CIRCULAR	LF	463
609.238	TERMINAL CURB TYPE 1 – 8 FT	EA	25
609.2381	TERMINAL CURB TYPE 1 – 8 FT CIRCULAR	EA	31
615.07	LOAM	CY	168
618.13	SEEDING METHOD NUMBER 1	UNIT	12
619.12	MULCH	UNIT	12
626.11	PRECAST CONCRETE JUNCTION BOX	EA	15
626.21	METALLIC CONDUIT	LF	90
626.22	NON–METALLIC CONDUIT	LF	945
626.31	18" DIAMETER FOUNDATION	EA	8
626.32	24" DIAMETER FOUNDATION	EA	7
626.332	30" DIAMETER FOUNDATION, 8' OR GREATER	EA	6
626.35	CONTROLLER CABINET FOUNDATION	EA	1
627.733	4" WHITE OR YELLOW PAVEMENT MARKING LINE	LF	11152
627.744	6" WHITE OR YELLOW PAVEMENT MARKING LINE	LF	6400
627.75	WHITE OR YELLOW PAVEMENT AND CURB MARKING	SF	6830
627.78	TEMPORARY PAVEMENT MARKING LINE WHITE OR YELLOW	LF	15141
629.05	HAND LABOR, STRAIGHT TIME	HR	20
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	HR	10
631.15	ROLLER, EARTH AND BASE (INCLUDING OPERATOR)	HR	20
631.172	TRUCK–LARGE (INCLUDING OPERATOR)	HR	20
641.30	EXTERIOR PLANTER (FIXED)	EA	5
643.71	TRAFFIC SIGNAL MODIFICATION AT SPRING ST AT CENTER ST	LS	1
643.71	TRAFFIC SIGNAL MODIFICATION AT SPRING/TEMPLE/UNION/MIDDLE ST	LS	1
643.71	TRAFFIC SIGNAL AT SPRING ST AT HIGH ST	LS	1
643.83	VIDEO (THERMAL) DETECTION SYSTEM 3–WAY AT SPRING AT HIGH	LS	1
643.83	VIDEO (THERMAL) DETECTION SYSTEM 4–WAY AT SPRING AT CENTER	LS	1
645.106	DEMOUNT REGULATORY, WARNING, CONFIRMATION, RTE SIGNS	EA	18
645.271	REG, WARNING, CONFIRMATION, RTE SIGNS TYPE I	SF	58

ESTIMATED QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY
652.33	DRUM	EA	120
652.34	CONE	EA	120
652.35	CONSTRUCTION SIGNS	SF	410
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	CD	120
652.38	FLAGGERS	HR	2400
652.38	TRAFFIC OFFICERS	HR	120
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LS	1
659.10	MOBILIZATION	LS	1
827.362	GAS MAIN TRENCHING	LF	2310

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REFERENCES:
Civil 3D 2014 Drawing Name:
Spring&L_Quantities_2014.dwg

DESIGNED BY: D. ROMA
DRAWN BY: S. WYMAN
CHECKED BY: J. ADAMS
SCALE: N/A
DATE: APRIL 29, 2015

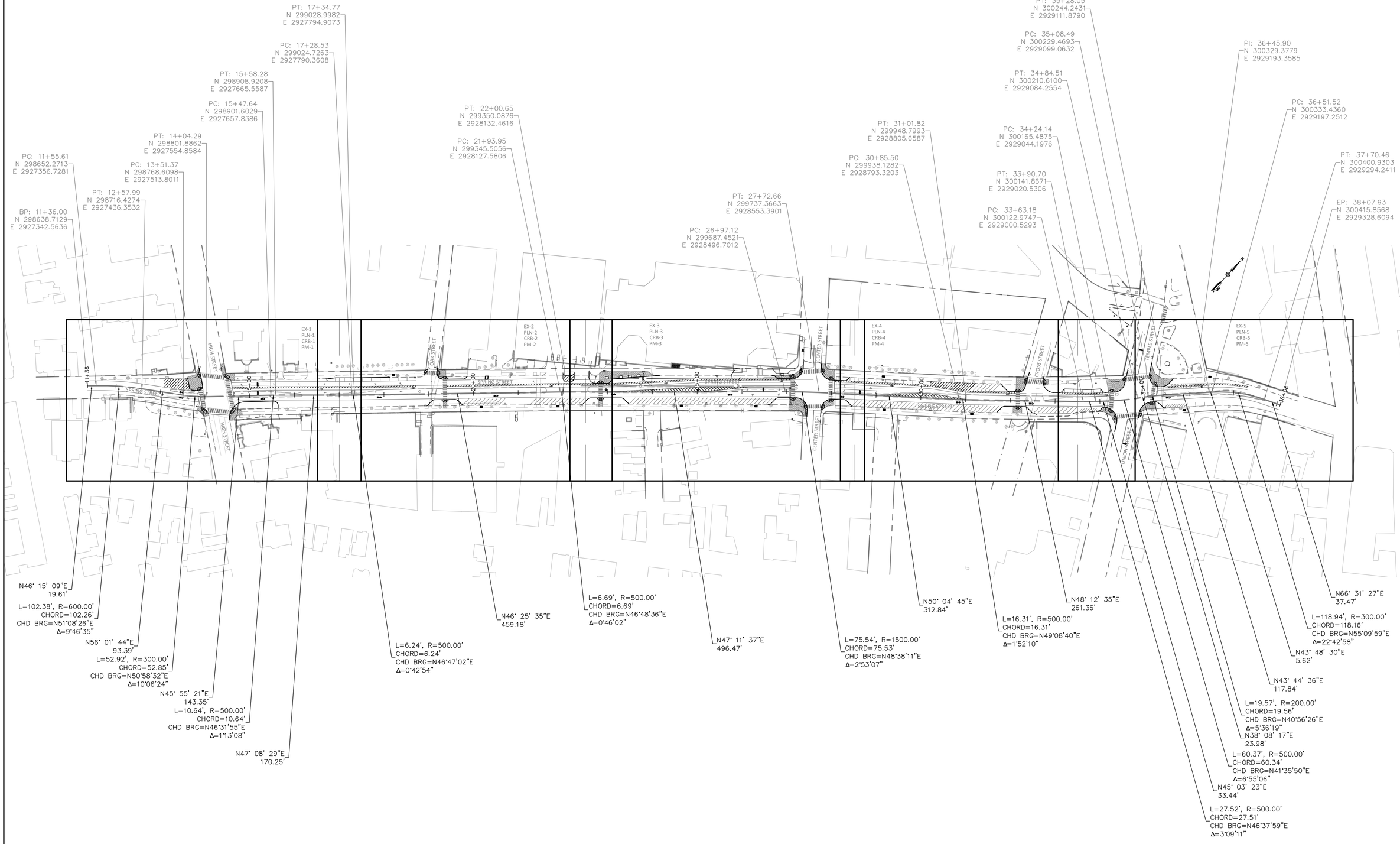
STATE OF MAINE
JOHN QUENTIN ADAMS
No. 10684
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET
RECONSTRUCTION PROJECT
ESTIMATED QUANTITIES

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

SHEET # 02 OF 35

PLAN NUMBER
QNTY



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REFERENCES:
Civil 3D 2014 Drawing Name:
SpringSt_BaselineConstruction_2014.dwg

DESIGNED BY: D. ROMA
DRAWN BY: S.WYMAN
CHECKED BY: J. ADAMS
SCALE: 1" = 100'
DATE: APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 10082
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET RECONSTRUCTION PROJECT
BASELINE CONSTRUCTION LAYOUT & INDEX PLAN

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

SHEET # 03 OF 35

PLAN NUMBER
BCL

LEGEND

EXISTING

PROPOSED

IPF / IRF / CIRF	IRON PIPE/ROD FOUND
IMF	"H" MONUMENT FOUND
MF	MONUMENT FOUND
DHF	DRILL HOLE FOUND
MAGS	MAG NAIL SET
MAGF	MAG NAIL FOUND
PKS	PK NAIL SET
PKF	PK NAIL FOUND
SPS	SPIKE SET
	COMMON OWNERSHIP
	CATCH BASIN
	DRAIN MANHOLE
E	ELECTRIC MANHOLE
	ELECTRIC METER
F	FIRE ALARM MANHOLE
FIRE	FIRE CALL BOX
	FIRE HYDRANT
	GAS METER
GBX GV	GAS BOX / GAS VALVE
	MANHOLE (UNKNOWN UTILITY)
S	SEWER MANHOLE
T	TELEPHONE MANHOLE
W	WATER MANHOLE
WV	WATER SHUT OFF / VALVE
	BUSH / SHRUB
	DECIDUOUS TREE
	TREE STUMP
	BOLLARD / PARKING METER
	CRITICAL ELEVATION (DOOR / WDW SILL)
	CRITICAL ELEVATION (STEPS)
	FLAG POLE
	LIGHT POLE / UTILITY POLE
	SIDEWALK RAMP
	SIGN
5'	5' CONTOUR LINE
1'	1' CONTOUR LINE
	EASEMENT LINE
	STREET LINE
	PROPERTY LINE
X	FENCE LINE
	CURB
	EDGE OF ROAD / DRIVEWAY
	EDGE OF SIDEWALK
YY	LANE STRIPING (DOUBLE YELLOW)
	LANE STRIPING (DASHED WHITE)
	LANE STRIPING (SOLID WHITE)
c	COMBINED SEWER LINE
d	DRAIN LINE
e	ELECTRIC LINE (UNDERGROUND)
fa	FIRE ALARM LINE (UNDERGROUND)
g	GAS LINE (UNDERGROUND)
s	SEWER LINE (UNDERGROUND)
t	TELEPHONE LINE (UNDERGROUND)
tw	TRAFFIC SIGNAL LINE (UNDERGROUND)
w	WATER LINE (UNDERGROUND)
	BUILDING (LOCATED) / BUILDING (MAPPING)
	END POINTS OF DIMENSION SHOWN
<L###-##-##>	REFERENCE TO CITY FIELD BOOK
PLAN ###/##	REFERENCE TO CITY PLAN
B.S.	REFERENCE TO CITY BLUE SHEET
ST. REC.	REFERENCE TO CITY STREET RECORD
W.P.	REFERENCE TO CITY WORKING PLAN
####/###	REFERENCE TO RECORDED DEED
D.C.	DIMENSION CALLED FOR IN DEED
M.	DIMENSION AS MEASURED FROM SURVEY OBSERVATIONS
#.##' ON/OFF	ON/OFF STREET LINE

NOTE: REFER TO TRAFFIC PLANS (SHEETS 32 - 35) FOR SUPPLEMENTAL LEGEND(S) RELATED TO TRAFFIC ITEMS

GENERAL CONSTRUCTION NOTES

1. A TEMPORARY RAMP SHALL BE CONSTRUCTED WITH HMA AT THE ENDS OF THE ROADWAY SECTION PAVED OR MILLED EACH DAY. THE USE OF MILLINGS OR RAP WILL NOT BE ALLOWED, BUT COLD PATCH MAY BE TEMPORARILY UTILIZED UNTIL HMA PLANTS ARE OPEN FOR THE SEASON. TEMPORARY RAMPS SHALL BE CONSTRUCTED WITH ONE FOOT OF LENGTH FOR EVERY 1/4" OF TRANSITION DEPTH ON THE LEADING AND THE TRAILING END. MATERIALS, PLACEMENT, MAINTENANCE, AND REMOVAL SHALL BE INCIDENTAL TO CONTRACT ITEMS.
2. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF IN ACCEPTABLE WASTE AREAS. GRADING, SEEDING, AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.
3. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW - UNDERWATER BACKFILL AND WILL BE PAID FOR AS GRANULAR BORROW.
4. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED AS SHOWN ON THE DETAIL PROVIDED ON PLAN SHEET D-4, AS APPLICABLE.
5. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED AS SHOWN ON THE DETAIL PROVIDED ON PLAN SHEET D-4, AS APPLICABLE.
6. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING (OR MILLING) SHALL BE INCIDENTAL TO THE RELATED PAVING (OR MILLING) ITEMS.
7. ALL EXISTING PAVED SHOULDERS AND WIDENINGS TO BE RESURFACED AS DIRECTED BY THE RESIDENT.
8. SHOULDER SHIM SHALL TAPER TO 0 INCHES PRIOR TO FACE OF EXISTING CURB.
9. WHEN SUPER ELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE SHOULDER PAVEMENT WILL HAVE SAME SLOPE AS TRAVELED WAY.
10. THE FOLLOWING SHALL BE INCIDENTAL TO THE 603 ITEM(S):
    a. ANY CUTTING OF EXISTING CULVERTS AND OR CONNECTORS NECESSARY TO INSTALL NEW CULVERT REPLACEMENTS OR EXTENSIONS
    b. ALL PIPE EXCAVATION INCLUDING ANY CUTTING AND REMOVAL OF PAVEMENT
    c. ALL DITCHING AT PIPE ENDS
    d. FURNISHING, PLACING, GRADING, AND COMPACTING OF ANY NEW GRAVEL AND/OR FILL MATERIAL. THIS ALSO INCLUDES MATERIAL USED FOR TEMPORARY DETOURS TO MAINTAIN TRAFFIC DURING PIPE INSTALLATION. EXCAVATION OF MAINTENANCE OF TRAFFIC MATERIAL IS ALSO INCIDENTAL.
    e. ALL WORK NECESSARY TO CONNECT TO EXISTING PIPES AND DRAINAGE STRUCTURES
    f. ANY NECESSARY CLEARING OF BRUSH AND NON-PAY TREES WITHIN 10 FEET OF CULVERT ENDS
    g. AN 18" WIDE STRIP OF NON-WOVEN GEO-TEXTILE MEETING THE REQUIREMENTS OF 620.58 SHALL BE PLACED OVER ALL RCP JOINTS.
11. EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER THE APPROPRIATE PAY ITEMS.
12. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
13. THE CULVERT SIZES SHOWN ON THE PLANS ARE FOR SMOOTH-LINED PIPES.
14. A1-C AND B1-C CATCH BASINS SHALL BE SHAPE 1 WITH HAUNCHED CONE, AS PER STANDARD DETAIL 604(02), UNLESS OTHERWISE NOTED ON THE PLANS.
15. ANY NECESSARY CUTTING OF EXISTING PIPES TO FIT IN AREAS OF PROPOSED CATCH BASINS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO ITEM 604.
16. IN AREAS WHERE CURB TYPE 1 WILL BE RESET, THE EXISTING CURB SUITABLE FOR USE AS TERMINAL ENDS SHALL BE CUT IF NECESSARY AND UTILIZED AS SUCH AND PAID FOR UNDER ITEM 609.38 (RESET CURB TYPE 1). REQUIRED CUTTING WILL BE CONSIDERED INCIDENTAL TO CURB ITEMS.
17. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
18. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL NON-GUARDRAIL SLOPES. SEEDING METHOD NO. 3 SHALL BE UTILIZED ON ALL GUARDRAIL FILL SLOPES. ON LONG NON-GUARDRAIL BACKSLOPES, SEEDING METHOD NO. 3 MAY BE USED INSTEAD OF METHOD NO. 2 IF NOTED OR DIRECTED BY THE RESIDENT.
19. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS AND 2 INCHES IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.
20. ANY PAVEMENT NOT SURFACED BEFORE WINTER WILL REQUIRE TEMPORARY PAVEMENT MARKINGS OF PAINT, BOTH YELLOW CENTERLINE, WHITE EDGE LINES, AND ARROWS AND WILL BE PAID UNDER THE APPROPRIATE CONTRACT ITEMS.
21. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
22. ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED DRAINAGE ITEMS.
23. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
24. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
25. STATIONS REFERENCED ARE APPROXIMATE.
26. THE CONTRACTOR WILL PAINT EVERY FULL STATION (100') ON THE EXISTING ROADWAY AND WILL TRANSFER THE PAINTED STATIONING THROUGH ALL INTERMEDIATE LIFTS (NOT SURFACE). APPROPRIATELY SIZED STRIPING PATTERN CHANGES WILL BE PAINTED ON SURFACE. STATIONING CONTROL MUST BE PLACED BEFORE WORK CAN COMMENCE. CROSS-SLOPE AND STRIPING CHANGE CONTROLS MUST BE PLACED BEFORE PAVING CAN COMMENCE.
27. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH MAINE DEPARTMENT OF TRANSPORTATION (MAINEDOT) REQUIREMENTS AND SPECIFICATIONS.
28. THE PROJECT LIMITS GENERALLY INCLUDE SPRING STREET FROM ITS INTERSECTION WITH HIGH STREET AND ITS INTERSECTION WITH TEMPLE/UNION STREETS.
29. THE UTILITIES INVOLVED IN THIS PROJECT ARE AS FOLLOWS: CENTRAL MAINE POWER COMPANY, FAIRPOINT COMMUNICATIONS, UNITIL, CITY OF PORTLAND (EMERGENCY COMMUNICATIONS, TRAFFIC, DRAINAGE AND SEWER) AND PORTLAND WATER DISTRICT.
30. COORDINATION OF PROJECT ACTIVITIES WILL BE REQUIRED TO ACCOMMODATE THE ONGOING OPERATIONAL NEEDS OF HOLIDAY INN, THE CROSS INSURANCE ARENA AND OTHER PROPERTY OWNERS WITHIN THE PROJECT LIMITS, INCLUDING TWO LARGE PARKING GARAGES.
31. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS OTHERWISE NOTED.
32. THE PROJECT GENERALLY CONSISTS OF SETTING NEW CURBING, CONSTRUCTING BRICK SIDEWALKS, INSTALLATION OF DRAINAGE INFRASTRUCTURE, HOT BITUMINOUS PAVING, TRAFFIC SIGNAL MODIFICATION AND INSTALLATION OF PEDESTRIAN RAMPS.
33. SURVEY INFORMATION FOR THIS PROJECT WAS PROVIDED BY THE CITY OF PORTLAND, AND SUPPLEMENTED BY ADDITIONAL SURVEY FROM NADEAU LAND SURVEYORS.
34. ALL CURBING SHALL BE VERTICAL TYPE I GRANITE.

GENERAL CONSTRUCTION NOTES (CONTINUED)

35. EXCEPT AS NOTED TO BE REMOVED, THE EXISTING CURBING SHALL REMAIN.
36. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND SCHEDULING EXCAVATION AND INSTALLATION OF THE GAS PIPE REPLACEMENT WITH UNITIL REPRESENTATIVES AT LEAST 10 WORKING DAYS PRIOR TO ANY PLANNED EXCAVATION WORK RELATED TO THE GAS PIPE REPLACEMENT. REFER TO CONTRACT SPECIFICATIONS FOR ADDITIONAL INFORMATION RELATED TO THE GAS PIPE REPLACEMENT.
37. CORING OF EXISTING MANHOLES TO ACCOMMODATE NEW PIPE CONNECTIONS, INCLUDING INSTALLATION OF A FLEXIBLE BOOT, SHALL BE CONSIDERED INCIDENTAL TO INSTALLATION OF THE STORM DRAIN PIPE AND NO ADDITIONAL PAYMENT SHALL BE MADE. THE COST FOR ALL LABOR AND MATERIALS ASSOCIATED WITH CORING STRUCTURES SHALL BE INCLUDED IN THE UNIT COST FOR THE 603 ITEMS.
38. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DOT BEST MANAGEMENT PRACTICES FOR EROSION CONTROL AND SEDIMENT CONTROL, LATEST EDITION.
39. CONTRACTOR TO COORDINATE WITH CITY TRAFFIC DIVISION TO UTILIZE CITY STENCILS FOR PAVEMENT MARKINGS, INCLUDING; LANE-USE ARROWS, "ONLY" TEXT, SHARROW SYMBOLS, AND BIKE LANE SYMBOLS.
40. SIGNIFICANT PORTIONS OF PROPOSED TRAFFIC SIGNAL WORK AT THE HIGH STREET, CENTER STREET AND TEMPLE STREET INTERSECTIONS INVOLVES RE-USING RELOCATED EXISTING EQUIPMENT ON NEW FOUNDATIONS AND INSTALLING EQUIPMENT SUPPLIED DIRECTLY BY THE CITY TO THE CONTRACTOR.
41. CONTRACTOR IS INSTRUCTED TO REVIEW ADDITIONAL SPECIFICATIONS AND NOTES RELATED TO TRAFFIC SIGNAL WORK PRESENTED ON SHEETS 32 - 35 (TRA-1, TRA-2, TRA-3, & TRA-4)
42. COMMON EXCAVATION WILL BE PAID FOR CURB INSTALLATION IN AREAS OF EXISTING PAVEMENT.

UNRECORDED PLAN REFERENCES:

1. "BOUNDARY & TOPOGRAPHIC PLAN OF CUMBERLAND COUNTY CIVIC CENTER", BY SHYKA, SHEPPARD & GARSTER, FEBRUARY 13, 2012 (REVISED JANUARY 22, 2013).
2. "ALTA/ACSM LAND TITLE SURVEY OF TRACY-CAUSER BLOCK", BY FOUR POINTS ASSOCIATES, INC., OCTOBER 10, 2005.
3. "LAND TITLE SURVEY OF THE RICHARDSON BLOCK", BY SEBAGO TECHNICS, INC., JULY 7, 1988.

SURVEY NOTES

1. FIELD WORK FOR THIS PROJECT WAS PERFORMED JULY THROUGH NOVEMBER 2013, USING A LEICA TCRP1205+ ROBOTIC TOTAL STATION INSTRUMENT. SURVEY WORK WAS COMPLETED BY THE CITY OF PORTLAND AND SUPPLEMENTED BY NADEAU LAND SURVEYS.
2. ELEVATIONS ARE CITY DATUM (MEAN TIDE 1941), BASED ON U.S.C.&G. DISK "1919-38" FOUND IN THE GRANITE SHELF ALONG THE EAST SIDE OF THE FINANCE OFFICE AT CITY HALL ON CONGRESS STREET, ELEVATION 69.682'.
3. ORIENTATION IS GRID NORTH AS BASED ON CITY OF PORTLAND CONTROL POINTS FROM A 2004 LAND TITLE SURVEY AT 24-26 SOUTH STREET (SEE VAULT PLAN 989/4).
4. PLEASE NOTE THAT NOT ALL UNDERGROUND UTILITY LINES WERE MARKED ON SITE AT THE TIME OF OUR FIELD SURVEY. ALL UNDERGROUND LINES ARE SHOWN BASED ON FIELD LOCATIONS OF MANHOLES, CATCH BASINS, VALVES AND OLD PAINT MARKINGS FOUND ON SITE. CITY OF PORTLAND PERSONNEL USED THESE LOCATIONS ALONG WITH PLANS FROM THE CITY ENGINEER'S ARCHIVES VAULT TO APPROXIMATE THE LOCATIONS SHOWN FOR ALL OF THESE LINES. UTILITY COMPANIES SHOULD BE CONSULTED TO VERIFY THE ACCURACY OF THESE LINES.
5. STREET LINES ARE BASED PRIMARILY ON PLANS BY OWEN HASKELL, INC. (CITY PLANS 687/12, 595/10, 500/8, & 500/19). THE WIDTH OF THE SPRING-MIDDLE ARTERIAL VARIES FOR MOST OF ITS LENGTH ACCORDING TO THESE PLANS.
6. THE BOUNDARY LINE OF A PARCEL OF LAND NEAR THE SOUTHEASTERLY CORNER OF SPRING AND HIGH STREETS WHICH LIES BETWEEN LAND NOW OR FORMERLY OF THE STATE OF MAINE (BOOK 4053 PAGE 16) AND LAND NOW OR FORMERLY OF THE CITY OF PORTLAND (BOOK 4560 PAGE 110) WAS DRAWN USING DEED CALLS. IT IS UNCLEAR AS TO WHETHER OR NOT THE STATE OF MAINE PARCEL WAS EVER OFFERED TO THE CITY OR ACCEPTED AS A CITY STREET.
7. NO MAPPING WAS PERFORMED WITHIN SECTIONS OF SPRING-MIDDLE ARTERIAL AND CENTER STREET ADJACENT TO THE CUMBERLAND COUNTY CIVIC CENTER DUE TO THOSE AREAS BEING PART OF AN ACTIVE CONSTRUCTION SITE AT THE TIME OF OUR FIELD SURVEY.
8. DEED BOOK 6274 PAGE 17 CONVEYS A 10-FOOT WIDE EASEMENT TO THE CITY OF PORTLAND "FOR THE PURPOSES OF CLEARING, GRUBBING, AND/OR CONSTRUCTING AND MAINTAINING SLOPES SERVING SPRING STREET ARTERIAL" SEE SHEET12, EX-1.
9. THE CITY OF PORTLAND APPEARS TO HAVE AN EASEMENT TO MAINTAIN AND REPAIR THE PLAZA AREAS ON THE CIVIC CENTER PROPERTY (DEED BOOK 3634 PAGE 82).
10. CITY PLAN 494/7 SHEET 6 SHOWS RAILROAD TRACKS STRADDLING THE SEWER LINE IN CROSS STREET AS IT CROSSES SPRING MIDDLE ARTERIAL. THE PLAN MAKES NO MENTION ABOUT THE REMOVAL OF THOSE TRACKS.

PAVEMENT REMOVAL NOTES

1. IN AREAS DESIGNATED AS "REMOVE PAVEMENT SURFACE AND ESTABLISH AS LAWN" THE CONTRACTOR SHALL REMOVE ALL BITUMINOUS ASPHALT PAVEMENT AND REPLACE WITH SUITABLE EXCAVATED MATERIAL. PAVEMENT REMOVAL IN THESE AREAS WILL BE PAID FOR AS COMMON EXCAVATION. NO PAYMENT WILL BE MADE FOR THE FILL MATERIAL DUE TO THE AMOUNT OF ANTICIPATED MATERIAL MADE AVAILABLE THROUGH EXCAVATION BELOW THE CENTER MEDIAN. ALL AREAS SHALL BE 4" LOAMED, SEEDED (METHOD-1), AND MULCHED.
2. IN AREAS DESIGNATED AS "CONSTRUCT NEW BRICK SIDEWALK" THE CONTRACTOR SHALL REMOVE ALL ASPHALT, BRICK, CONCRETE OR SIMILAR SURFACES PRIOR TO CONSTRUCTING THE BRICK SIDEWALK IN ACCORDANCE WITH THE SPECIFIED DETAIL. REMOVAL OF EXISTING SURFACES SHALL BE PAID FOR AS COMMON EXCAVATION.
3. REMOVAL OF THE EXISTING CENTER MEDIAN SHALL BE COMPLETED BY OTHERS PRIOR TO THE CONTRACT START DATE. RECONSTRUCTION OF THE ROADWAY BELOW THE CENTER MEDIAN IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE PAID FOR AS SPECIFIED IN THE SECTION DETAIL SHOWN ON PLAN TYP-1.
4. PAVEMENT REMOVAL IN AREAS DESIGNATED AS "GAS MAIN TRENCHING" THAT OCCUR OUTSIDE OF THE MEDIAN REMOVAL AREA SHALL BE COMPLETED IN ACCORDANCE WITH THE SPECIFIED DETAIL AND PAID FOR AS SPECIFIED.
5. ALL OTHER AREAS WITHIN THE CONSTRUCTION LIMITS THAT ARE PAVED SHALL BE MILLED TO A DEPTH OF 1.5 INCHES BELOW EXISTING ROAD SURFACE GRADE.

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DESIGNED BY: D. ROMA
DRAWN BY: S. WYMAN
CHECKED BY: J. ADAMS
SCALE: NTS
DATE: APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 9681
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET
RECONSTRUCTION PROJECT
LEGEND & NOTES

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

SHEET # 04 OF 35

PLAN NUMBER
LGND

203.20 COMMON EXCAVATION

BOX CUT AREA BETWEEN EXISTING CONCRETE BARRIERS BELOW ROAD SURFACE GRADE

STATION	TO	STATION
13+19	TO	13+88
14+52	TO	16+20
16+70	TO	21+66
21+98	TO	22+20
22+53	TO	27+25
27+95	TO	32+51
32+70	TO	34+45
35+38	TO	37+75

PAVEMENT AND GRAVEL REMOVAL FOR CURB EXTENSIONS AND NEW LAWN AREAS

STATION	TO	STATION
13+55 LT	TO	13+95 LT
13+83 RT	TO	14+08 RT
14+54 RT	TO	15+64 RT
14+36 LT	TO	14+66 LT
16+83 LT	TO	18+12 LT
18+97 RT	TO	19+75 RT
18+86 LT	TO	19+87 LT
22+44 RT	TO	23+48 RT
22+57 LT	TO	24+04 LT
26+63 RT	TO	27+47 RT
26+72 LT	TO	27+35 LT
27+74 LT	TO	28+39 LT
27+78 RT	TO	28+46 RT
31+70 RT	TO	32+49 RT
31+77 LT	TO	32+38 LT
32+71 LT	TO	34+66 LT
33+97 RT	TO	34+36 RT
35+18 LT	TO	35+67 LT
34+78 RT	TO	35+42 RT

GAS MAIN TRENCHING OUTSIDE OF MEDIAN AREAS

STATION	TO	STATION
13+01	TO	13+20
13+85	TO	14+55
16+19	TO	16+70
18+83		
20+30		
21+37		
21+66	TO	22+54
27+25	TO	28+09
32+25	TO	32+35

304.10 AGGREGATE SUB–BASE COURSE – GRAVEL

MEDIAN AREA OF SPRING STREET

STATION	TO	STATION
13+19	TO	13+88
14+52	TO	16+20
16+70	TO	21+66
21+98	TO	22+20
22+53	TO	27+25
27+95	TO	32+51
32+70	TO	34+45
35+38	TO	37+75

THIS ITEM ALSO INCLUDES TRENCHES FOR GAS MAIN OUTSIDE OF MEDIAN, CONDUIT FOR TRAFFIC SIGNALS, TYPE–1 CURB INSTALLATION, AND CATCH BASIN INSTALLATION

304.15 AGGREGATE BASE COURSE – TYPE B

MEDIAN AREA OF SPRING STREET

STATION	TO	STATION
13+19	TO	13+88
14+52	TO	16+20
16+70	TO	21+66
21+98	TO	22+20
22+53	TO	27+25
27+95	TO	32+51
32+70	TO	34+45
35+38	TO	37+75

NEW BRICK SIDEWALK CONSTRUCTION

STATION	TO	STATION
13+55 LT	TO	13+95 LT
13+84 RT	TO	14+08 RT
14+54 RT	TO	14+81 RT
14+36 LT	TO	14+67 LT
19+19 LT	TO	19+43 LT
19+27 RT	TO	19+43 RT
22+76 LT	TO	24+14 LT
22+76 RT	TO	22+92 RT
26+72 LT	TO	27+36 LT
27+05 RT	TO	27+47 RT
27+74 LT	TO	28+04 LT
27+78 RT	TO	28+07 RT
32+07 LT	TO	32+38 LT
32+07 RT	TO	32+26 RT
33+97 RT	TO	34+36 RT
34+18 LT	TO	34+67 LT
34+79 RT	TO	35+24 RT
35+17 LT	TO	35+67 LT

THIS ITEM ALSO INCLUDES TRENCHES FOR GAS MAIN OUTSIDE OF MEDIAN, CONDUIT FOR TRAFFIC SIGNALS AND CATCH BASIN INSTALLATION

403.208 HOT MIX ASPHALT 12.5mm NOMINAL MAXIMUM SIZE

PAVING AREA OF MEDIAN REMOVAL IN SPRING STREET

STATION	TO	STATION
13+19	TO	13+88
14+52	TO	16+20
16+70	TO	21+66
21+98	TO	22+20
22+53	TO	27+25
27+95	TO	32+51
32+70	TO	34+45
35+38	TO	37+75

THIS ITEM ALSO INCLUDES ALTERING CATCH BASIN TO MANHOLE, ADJUSTING MANHOLE OR CATCH BASIN TO GRADE, SETTING NEW TYPE–1 CURB (12.5mm HMA HAND PLACED), PAVING OF TRENCH AREAS (12.5mm HMA HAND PLACED)

403.209 HOT MIX ASPHALT 9.5mm NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS)

NEW BRICK SIDEWALK CONSTRUCTION

STATION	TO	STATION
13+55 LT	TO	13+95 LT
19+19 LT	TO	19+43 LT
19+27 RT	TO	19+44 RT
22+74 LT	TO	24+15 LT
22+76 RT	TO	22+93 RT
26+71 LT	TO	27+36 LT
27+05 RT	TO	27+50 RT
27+77 LT	TO	66+68 LT
27+77 RT	TO	28+04 RT
32+07 LT	TO	32+38 LT
32+07 RT	TO	32+26 RT
32+70 LT	TO	32+86 LT
34+14 LT	TO	34+66 LT
33+96 RT	TO	34+36 RT
35+17 LT	TO	35+66 LT
34+78 RT	TO	35+23 RT

403.210 HOT MIX ASPHALT 9.5mm NOMINAL MAXIMUM SIZE

FINAL SURFACE PAVING OF SPRING STREET

STATION	TO	STATION
12+94	TO	37+86

THIS ITEM ALSO INCLUDES SIDE ROADS AND DRIVEWAYS UP TO THE IDENTIFIED LIMITS OF MILLING.

403.210 BITUMINOUS TACK COAT, APPLIED

STATION	TO	STATION
12+94	TO	37+86

THIS ITEM ALSO INCLUDES SIDE ROADS AND DRIVEWAYS UP TO THE IDENTIFIED LIMITS OF MILLING.

MILONE & MACBROOM®
100 Commercial Street
Suite 417
Portland, Maine 04101
(207) 541-9544 Fax (207) 541-9548
www.miloneandmacbroom.com

REFERENCES:
Civil 3D 2014 Drawing Name:
SpringSt_ConstructionNotes_2014.dwg

DESIGNED BY: D. ROMA
DRAWN BY: S. WYMAN
CHECKED BY: J. ADAMS
SCALE: NTS.
DATE: APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 10098
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET RECONSTRUCTION PROJECT
CONSTRUCTION NOTES

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

CITY OF PORTLAND, MAINE · RESURGAM · INCORPORATED 1786

SHEET # 05 OF 35

PLAN NUMBER
CN-1

603.15 12 INCH CULVERT PIPE OPTION 1

STATION	TO	STATION
22+57 LT	TO	22+73 LT
22+43 RT	TO	22+69 RT
26+71 LT	TO	27+07 LT
26+61 RT	TO	27+08 RT

604.092 CATCH BASIN TYPE B1–C

NO.	STATION	OFFSET
CB-1	22+57	31' LT
CB-2	22+43	26' RT
CB-3	26+71	35' LT
CB-4	26+61	27' RT
CB-5	33+93	25' LT

604.16 ALTERING CATCH BASIN TO MANHOLE

STATION	OFFSET
22+69	24' RT
22+74	35' LT
27+07	34' LT
27+09	27' RT
33+43	38' LT
33+93	40' LT
35+46	3' LT

604.18 ADJUSTING MANHOLE OR CATCH BASIN TO GRADE

STATION	OFFSET
13+82	28' LT

608.15 BRICK SIDEWALK WITH BITUMINOUS BASE

STATION	TO	STATION
13+55 LT	TO	13+95 LT
13+84 RT	TO	14+08 RT
14+54 RT	TO	14+81 RT
14+36 LT	TO	14+67 LT
19+19 LT	TO	19+43 LT
19+27 RT	TO	19+43 RT
22+76 LT	TO	24+14 LT
22+76 RT	TO	22+92 RT
26+72 LT	TO	27+36 LT
27+05 RT	TO	27+47 RT
27+74 LT	TO	28+04 LT
27+78 RT	TO	28+07 RT
32+07 LT	TO	32+38 LT
32+07 RT	TO	32+26 RT
33+97 RT	TO	34+36 RT
34+18 LT	TO	34+67 LT
34+79 RT	TO	35+24 RT
35+17 LT	TO	35+67 LT

608.26 CURB RAMP DETECTABLE WARNING FIELD

STATION	OFFSET
13+87	48' LT
13+88	16' LT
14+00	29' RT
14+50	42' LT
14+61	30' RT
18+95	48' LT
19+21	47' LT
19+35	47' LT
19+35	14' RT
21+84	20' LT
21+84	14' RT
27+13	31 LT
27+13	14' RT
27+32	44' LT
27+45	33' RT
27+76	49' LT
27+81	31' RT
27+98	31' LT
27+98	14' RT
32+16	21' LT
32+16	14' RT
32+34	43' LT
32+74	42' LT
34+23	20' RT
34+27	20' LT
34+34	37' RT
34+62	45' LT
34+83	36' RT
35+14	14' RT
35+19	42' LT
35+25	25' LT

615.07 LOAM

STATION	TO	STATION
14+65 RT	TO	15+64 RT
16+81 LT	TO	18+13 LT
18+97 RT	TO	19+76 RT
19+38 LT	TO	19+87 LT
22+44 RT	TO	23+50 RT
22+55 LT	TO	22+78 LT
26+63 RT	TO	27+07 RT
28+07 LT	TO	28+47 LT
28+07 RT	TO	28+47 RT
31+70 RT	TO	32+50 RT
31+70 LT	TO	32+10 LT
32+73 LT	TO	34+19 LT
35+23 RT	TO	35+46 RT

618.13 SEEDING METHOD NUMBER 1

STATION	TO	STATION
14+65 RT	TO	15+64 RT
16+81 LT	TO	18+13 LT
18+97 RT	TO	19+76 RT
19+38 LT	TO	19+87 LT
22+44 RT	TO	23+50 RT
22+55 LT	TO	22+78 LT
26+63 RT	TO	27+07 RT
28+07 LT	TO	28+47 LT
28+07 RT	TO	28+47 RT
31+70 RT	TO	32+50 RT
31+70 LT	TO	32+10 LT
32+73 LT	TO	34+19 LT
35+23 RT	TO	35+46 RT

619.12 MULCH

STATION	TO	STATION
14+65 RT	TO	15+64 RT
16+81 LT	TO	18+13 LT
18+97 RT	TO	19+76 RT
19+38 LT	TO	19+87 LT
22+44 RT	TO	23+50 RT
22+55 LT	TO	22+78 LT
26+63 RT	TO	27+07 RT
28+07 LT	TO	28+47 LT
28+07 RT	TO	28+47 RT
31+70 RT	TO	32+50 RT
31+70 LT	TO	32+10 LT
32+73 LT	TO	34+19 LT
35+23 RT	TO	35+46 RT

626.11 PRECAST CONCRETE JUNCTION BOX

HIGH STREET AT SPRING STREET – 5 (EA)
CENTER STREET AT SPRING STREET – 5 (EA)
TEMPLE STREET AT SPRING STREET – 5 (EA)

626.21 METALLIC CONDUIT

HIGH STREET AT SPRING STREET – 90 (LF)

626.22 NON–METALLIC CONDUIT

HIGH STREET AT SPRING STREET – 300 (LF)
CENTER STREET AT SPRING STREET – 320 (LF)
TEMPLE STREET AT SPRING STREET – 325 (LF)

626.31 18" DIAMETER FOUNDATION

HIGH STREET AT SPRING STREET – 4 (EA) SEE SHEET 32 FOR LOCATIONS
CENTER STREET AT SPRING STREET – 2 (EA) SEE SHEET 33 FOR LOCATIONS
TEMPLE STREET AT SPRING STREET – 2 (EA) SEE SHEET 34 FOR LOCATIONS

626.32 24" DIAMETER FOUNDATION

HIGH STREET AT SPRING STREET – 1 (EA) SEE SHEET 32 FOR LOCATIONS
CENTER STREET AT SPRING STREET – 4 (EA) SEE SHEET 33 FOR LOCATIONS
TEMPLE STREET AT SPRING STREET – 2 (EA) SEE SHEET 34 FOR LOCATIONS

626.332 30" DIAMETER FOUNDATION DEPTH GREATER THAN 8 FT.

HIGH STREET AT SPRING STREET – 2 (EA) SEE SHEET 32 FOR LOCATIONS
CENTER STREET AT SPRING STREET – 2 (EA) SEE SHEET 33 FOR LOCATIONS
TEMPLE STREET AT SPRING STREET – 2 (EA) SEE SHEET 34 FOR LOCATIONS

626.35 CONTROLLER CABINET FOUNDATION

HIGH STREET AT SPRING STREET – 1 (EA) SEE SHEET 32 FOR LOCATIONS

643.71 TRAFFIC SIGNAL MODIFICATIONS

HIGH STREET AT SPRING STREET – SEE SHEETS 32 AND 35
CENTER STREET AT SPRING STREET – SEE SHEETS 33 AND 35
TEMPLE STREET AT SPRING STREET – SEE SHEETS 34 AND 35

643.83 VIDEO (THERMAL) DETECTION SYSTEM

HIGH STREET AT SPRING STREET – 1 (LS) 3–WAY SYSTEM. SEE SHEETS 32 AND 35
CENTER STREET AT SPRING STREET – 1 (LS) 4–WAY SYSTEM. SEE SHEETS 33 AND 35

645.106 DEMOUNT REGULATORY, WARNING SIGN

HIGH STREET AT SPRING STREET – 12 (EA)
CENTER STREET AT SPRING STREET – 3 (EA)
TEMPLE STREET AT SPRING STREET – 3 (EA)

645.271 REG, WARNING, CONFIRMATION, RTE SIGNS TYPE 1

HIGH STREET AT SPRING STREET – 28 (SF)
CENTER STREET AT SPRING STREET – 20 (SF)
TEMPLE STREET AT SPRING STREET – 10 (SF)

NOTE: REFER TO CURB LAYOUT PLANS FOR 609 ITEMS
REFER TO PAVEMENT MARKING PLANS FOR 626 ITEMS

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100 Commercial Street
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DRAWN BY: S. WYMAN
CHECKED BY: J. ADAMS
SCALE: NTS.
DATE: APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 9682
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET
RECONSTRUCTION PROJECT
CONSTRUCTION NOTES

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

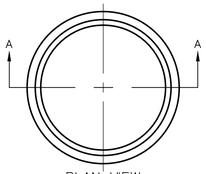
CITY OF PORTLAND RESURGAM INCORPORATED MAINE

SHEET # 06 OF 35

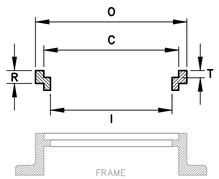
PLAN NUMBER
CN-2

GENERAL NOTES FOR MANHOLES AND CATCH BASINS

1. ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 lbs. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
2. MANHOLES MUST BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE.
3. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
4. ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLID AND SHALL HAVE ONE 7/8" DIAMETER DRILLED PICK HOLE LOCATED 8" FROM THE CENTER OF THE COVER.
5. ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
6. ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
7. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.
8. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
9. ALL CATCH BASIN OUTLETS SHALL BE INSTALLED WITH A "SNOUT" TRAP, OR APPROVED EQUAL. FURNISHING AND INSTALLING THE TRAP INSIDE THE NEW CATCH BASINS SHALL BE CONSIDERED INCIDENTAL TO TYPE B-1C STRUCTURES AND NO EXTRA PAYMENT WILL BE MADE.



PLAN VIEW

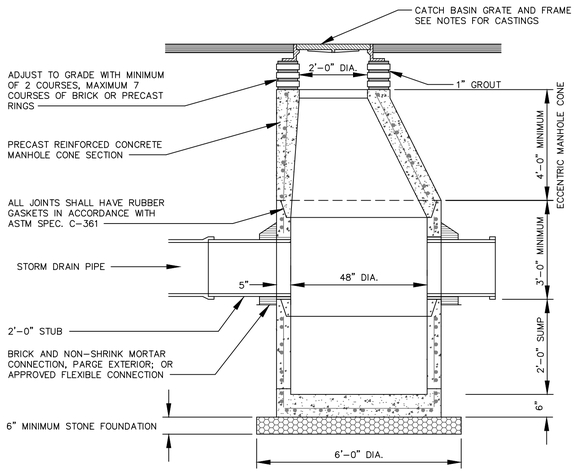


SECTION A-A

SIZE	C	R	T	O	I	Wt.
R241 1/2	24	1 1/2	1 1/8	26 1/4	22 1/2	60
R242	24	2	1 1/8	26 1/4	22 1/2	80
R242 1/2	24	2 1/2	1 1/8	26 1/4	22	100
R243	24	3	1 1/8	26 1/4	22	120

MANHOLE RISER RING

NOT TO SCALE

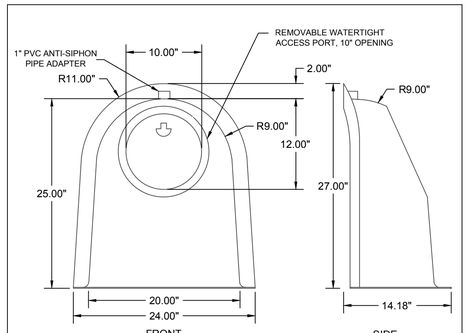


NOTES:

1. LARGER DIAMETER STRUCTURES MAY BE REQUIRED DUE TO SIZE OR GEOMETRY OF PIPE CONNECTIONS AT MANHOLE. WALL THICKNESS TO INCREASE BY 1" FOR EACH 1'-0" DIA. INCREASE. PROVIDE SHOP DRAWINGS.
2. DRAINAGE STRUCTURES TO BE DESIGNED FOR H-20 LOADING.
3. CAST IRON GRATES SHALL BE EQUAL TO EAST JORDAN IRON WORKS, PRODUCT NO. 00552052B07, HEAVY DUTY CASCADE GRATE. SUBMIT CATALOG SHEETS TO ENGINEER FOR APPROVAL.
4. A FLAT TOP CONCRETE SLAB MEASURING 12" THICK MAY BE SUBSTITUTED FOR CONE SECTION IF DISTANCE BETWEEN TOP OF GRATE AND CORE HOLE DOES NOT ACCOMMODATE FULL CONE HEIGHT. SUBMIT SHOP DRAWINGS TO ENGINEER PRIOR TO CASTING.

PRECAST CONCRETE CATCH BASIN STRUCTURE

NOT TO SCALE



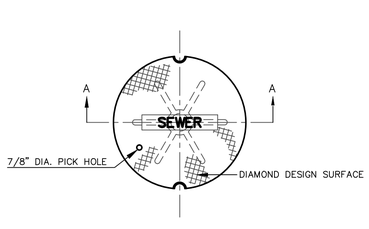
U.S. PATENT #6126817 ADDITONAL PATENTS PENDING

BMP, INC.
53 MT. ARCHER ROAD, LYME, CT. 06371
(800) 504-8008 FAX: (860)434-3195

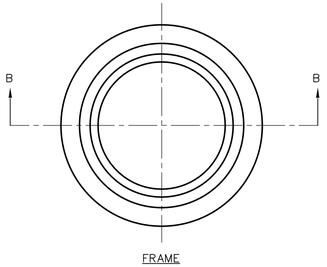
DESCRIPTION	DATE	SCALE
18R10 SNOUT OIL & DEBRIS STOP	03/15/02	NONE
	DRAWING NUMBER	18R10

NOTE:
ALL MANHOLE COVERS SHALL BE SOLID AND SHALL HAVE ONE 7/8" DIAMETER DRILLED PICK HOLE, LOCATED 8" FROM THE CENTER OF THE COVER.

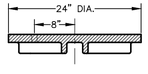
ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.



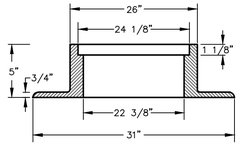
COVER
PLAN VIEW



FRAME
PLAN VIEW



SECTION A - A
COVER



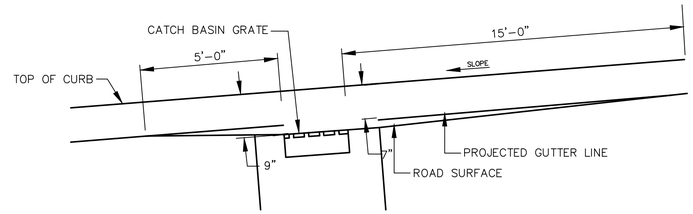
MIN. WGT. 320 LBS.

SECTION B - B
FRAME

CAST IRON MANHOLE COVER AND FRAME

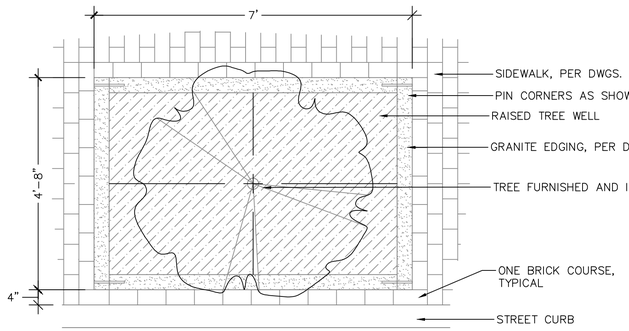
NOT TO SCALE

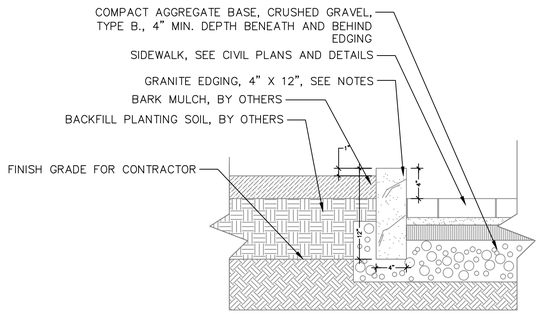
NOTE:
DISH 10' EITHER SIDE OF GRATE
FOR CATCH BASIN AT LOW POINT



TYPICAL PAVEMENT GRADING ON SLOPES FOR CATCH BASIN AND INLET

NOT TO SCALE





NOTES:
GRANITE EDGING SHALL BE "HEAVY EDGING" BY SWENSON GRANITE, OR EQUAL, GRAY, 4"X12" W/THERMAL TOP, SPLIT FACE 4-EDGES.REVEAL AT SIDEWALK SHALL BE 4" UNLESS OTHERWISE SPECIFIED ON THE PLANS OR AS DIRECTED BY THE CITY ARBORIST. GRANITE CORNERS SHALL BE PINNED AS REQUIRED TO PREVENT SETTLING & GAPS.

METHOD OF MEASUREMENT FOR TREE WELLS SHALL BE PER EACH.

BASIS OF PAYMENT WILL BE AT THE CONTRACT UNIT PRICE FOR EACH ACCEPTED TREE WELL FURNISHED AND INSTALLED. PAYMENT SHALL CONSTITUTE FULL COMPENSATION FOR FURNISHING, DELIVERING, INSTALLING, BACKFILLING, COMPACTING, PINNING, ALL LABOR AND EQUIPMENT, CLEAN-UP, AND ASSOCIATED WORK.

TREE WELL DETAIL

MILONE & MACBROOM®
100 Commercial Street
Suite 417
Portland, Maine 04101
(207) 541-9544 Fax (207) 541-9548
www.miloneandmacbroom.com

REFERENCES:
Civil 3D 2014 Drawing Name:
SpringSt_Details_2014.dwg

DESIGNED BY:	
DRAWN BY:	SMW
CHECKED BY:	DMR
SCALE:	NOT TO SCALE
DATE:	APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 9682
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET
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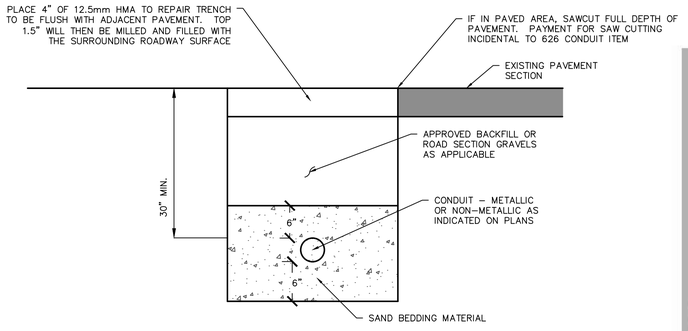
DETAILS

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

CITY OF PORTLAND, MAINE

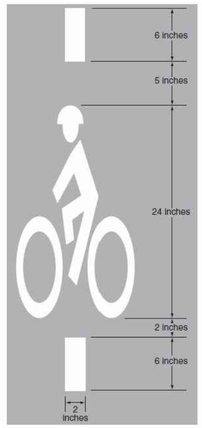
SHEET # 07 OF 35

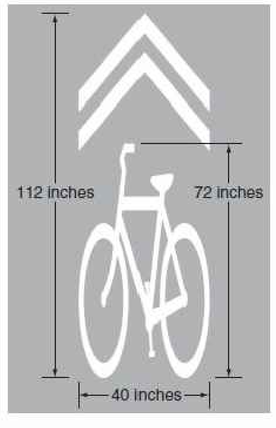
PLAN NUMBER ***D-1***



CONDUIT TRENCH

NOT TO SCALE



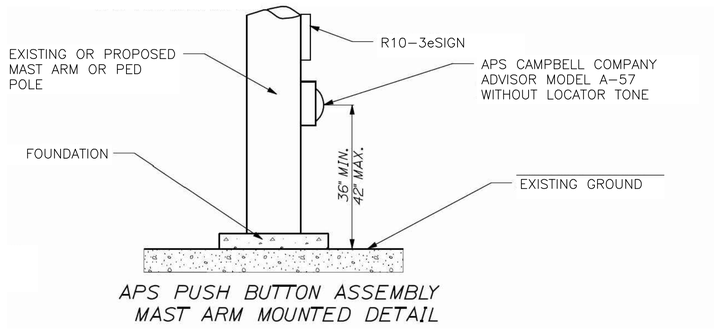


BIKE LANE & SHARROW MARKINGS

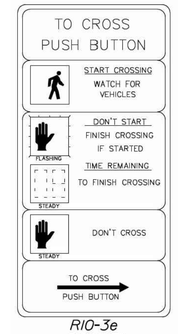
- MARKINGS SHALL BE WHITE
- CONTRACTOR CONFIRM WITH CITY TRAFFIC DIVISION ON APPROPRIATE STENCIL

AREA APPROX: 15 SF

AREA APPROX: 15 SF

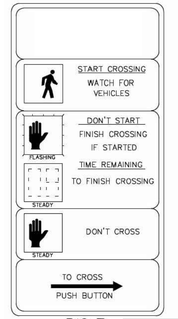


APS PUSH BUTTON ASSEMBLY
MAST ARM MOUNTED DETAIL



R10-3e
9" X 15"

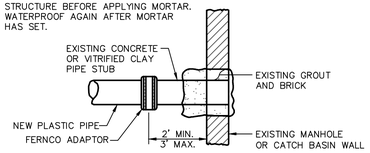
FOR USE AT HIGH STREET AND CENTER STREET



R10-3e
9" X 15" (OR APPROVED EQUAL)

FOR USE AT TEMPLE/UNION

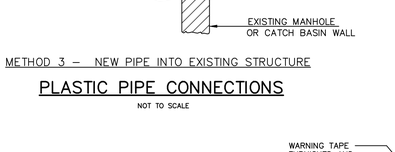
NOTE:
REMOVE WATERPROOFING FROM STRUCTURE BEFORE APPLYING MORTAR. WATERPROOF AGAIN AFTER MORTAR HAS SET.



METHOD 4 – NEW PIPE TO EXISTING STRUCTURE STUB

NOTE: EXISTING MANHOLE OR CATCH BASIN SHALL BE CORE DRILLED FOR PIPE INSTALLATION. IF PIPE DIAMETER IS SO LARGE THAT CORE DRILLING IS PROHIBITED, THE CONTRACTOR MAY SAW CUT THE STRUCTURE TO CREATE PIPE OPENING. THE NEW OPENING MUST THEN BE SEALED AND WATERTIGHT BOTH INSIDE AND OUTSIDE THE STRUCTURE.

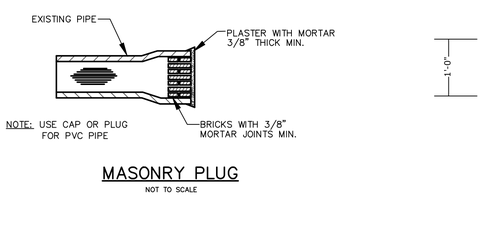
NOTE:
REMOVE WATERPROOFING FROM STRUCTURE BEFORE APPLYING MORTAR. WATERPROOF AGAIN AFTER MORTAR HAS SET.



METHOD 3 – NEW PIPE INTO EXISTING STRUCTURE

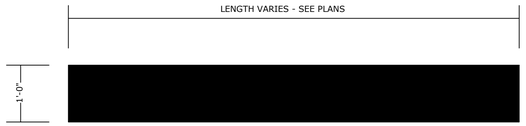
PLASTIC PIPE CONNECTIONS

NOT TO SCALE



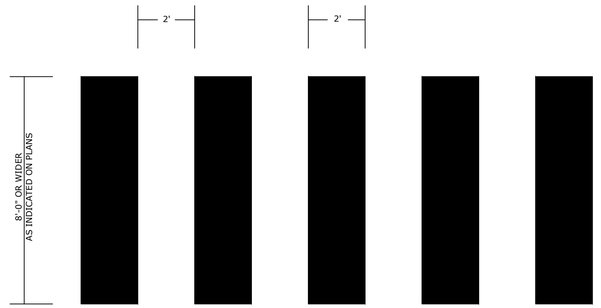
MASONRY PLUG

NOT TO SCALE



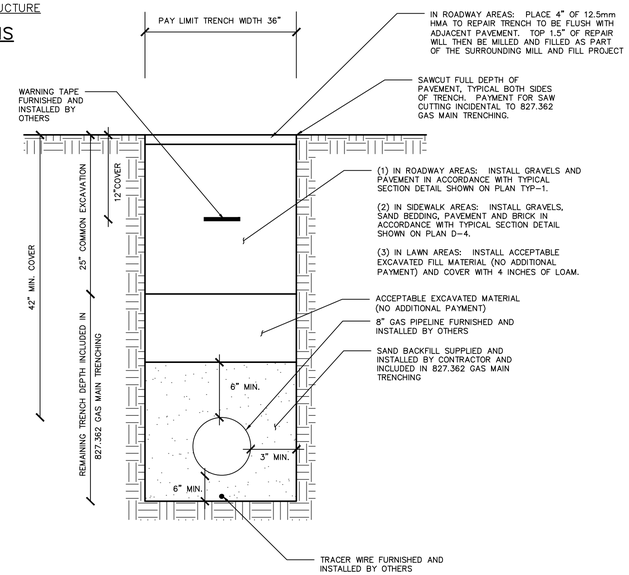
STOP BAR PAVEMENT MARKINGS

NOT TO SCALE



CROSSWALK PAVEMENT MARKINGS

NOT TO SCALE



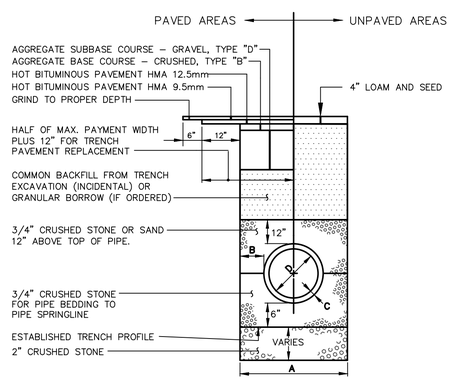
TYPICAL GAS PIPE TRENCH INSTALLATION

NOT TO SCALE

NOTES:
DEPTH OF BITUMINOUS PAVEMENT AND AGGREGATE COURSES SHALL BE DETERMINED BY STREET CLASSIFICATION.

ANY ALTERNATE TRENCHING OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY OF PORTLAND, DEPARTMENT OF PUBLIC SERVICES.

ALL EXISTING PAVEMENT SHALL BE SAWCUT TO ACHIEVE A UNIFORM JOINT. ALL SAWCUTTING SHALL BE INCIDENTAL TO INSTALLATION OF PIPE AND INCLUDED IN THE UNIT COST FOR THE CORRESPONDING 603 ITEM.



TYPICAL PIPE TRENCH INSTALLATION

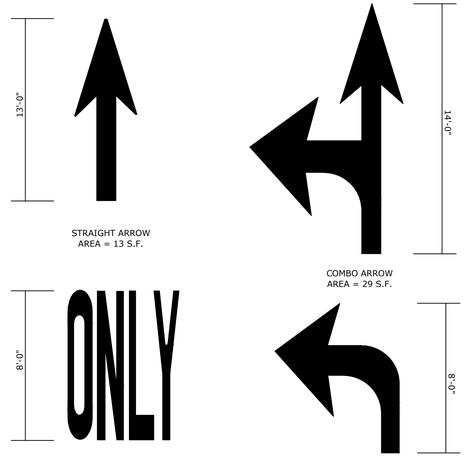
NOT TO SCALE

NOTES

1. ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
2. DIMENSION **B** SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE; BUT IN ALL CASES DIMENSION **B** SHALL BE AT LEAST 9".
3. DIMENSION **A** IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER GRANULAR BORROW, CRUSHED STONE, STRUCTURAL EARTH EXCAVATION, AND STRUCTURAL ROCK EXCAVATION. DIMENSION **A** SHALL BE BASED ON PIPE DIAMETER **D**, AS SET FORTH IN THE FOLLOWING TABLE.

PIPE DIAMETER, **D** (INCHES)	MAX. TRENCH WIDTH, **A** (FEET)
4 – – – –	4.0
6	4.0
8	4.0
10	4.0
12	5.0
15	5.0
18 – – – –	5.0
21	5.0
24	6.0
27	6.0
30	6.0
36 – – – –	6.0
42	7.0
48	7.0

PEDESTRIAN SIGNAL PHASE SIGNS



TRAFFIC PAVEMENT MARKINGS

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REFERENCES:
Civil 3D 2014 Drawing Name:
SpringSt_Details_2014.dwg

DESIGNED BY:
DRAWN BY: SMW
CHECKED BY: DMR
SCALE: NOT TO SCALE
DATE: APRIL 7, 2015

JOHN QUENTIN ADAMS No. 10082 REGISTERED PROFESSIONAL ENGINEER STATE OF MAINE

SPRING STREET RECONSTRUCTION PROJECT
DETAILS

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

CITY OF PORTLAND, MAINE RESURGAM

SHEET # 08 OF 35

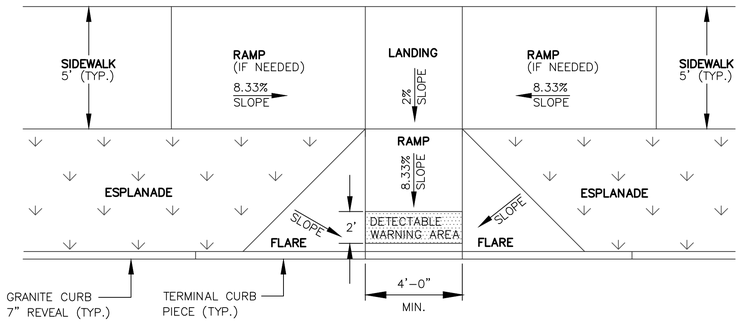
PLAN NUMBER **D-2**

NOTES:

ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.

GRANITE CURB ADJACENT TO LANDING SHALL BE FLUSH WITH STREET.

SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.



PLAN VIEW

PERPENDICULAR ADA RAMP LAYOUT FOR NARROW SIDEWALK WITH ESPLANADE

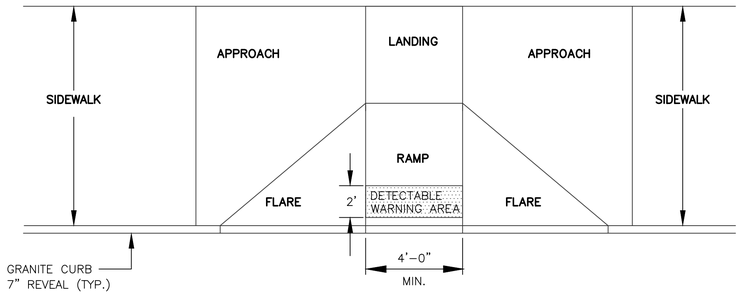
NOT TO SCALE

NOTES:

ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.

GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.

DESIGN ELEMENT	SLOPE IN DIRECTION OF TRAVEL	CROSS SLOPE
APPROACH	8.33% MAXIMUM	2%
LANDING	2%	2%
RAMP	8.33% MAXIMUM	MATCH STREET GRADE
FLARE	10% MAX. AT CURB FACE	–
SIDEWALK	MATCH STREET GRADE	2%



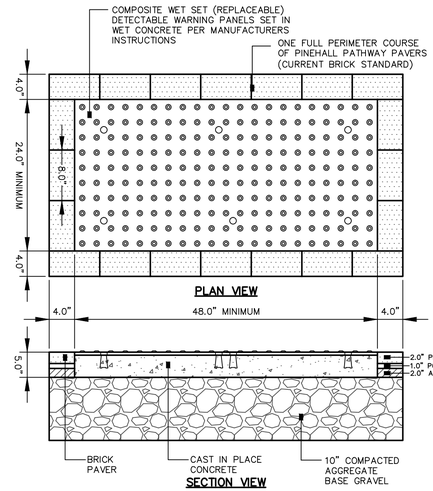
PLAN VIEW

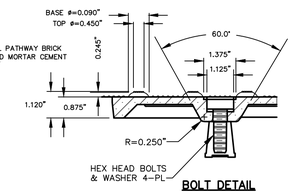
PERPENDICULAR ADA RAMP LAYOUT FOR WIDE SIDEWALK WITH NO ESPLANADE

NOT TO SCALE

NOTES:

1. COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. NO OTHER DETECTABLE WARNING DESIGN OR CONFIGURATION IS ALLOWED.
4. FOR ALL DETECTABLE WARNING PANELS, WITHIN OR ABUTTING HISTORIC DISTRICTS AND HISTORIC LANDSCAPES, "DARK GRAY" COLORED (#36118) PANELS SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
5. THE DETECTABLE WARNING PANEL SHALL HAVE ONE FULL COURSE OF PINEHALL PATHWAY PAVERS (THE CURRENT BRICK STANDARD) AROUND THE FULL PERIMETER OF THE PANEL. THIS PERIMETER COURSE SHALL BE SET USING PORTLAND MORTAR CEMENT TO CREATE A FLUSH SURFACE BETWEEN THE BRICK AND THE PANEL.
6. SIZE: THE DETECTABLE WARNING PANEL(S) SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
7. ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.





SIDEWALK RAMP DETECTABLE WARNING PANEL (HISTORIC DISTRICTS AND LANDSCAPES)

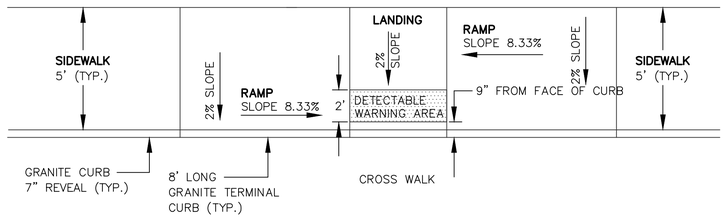
NOT TO SCALE

NOTES:

ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.

GRANITE CURB ADJACENT TO LANDING SHALL BE FLUSH WITH STREET.

SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.



PLAN VIEW

PARALLEL SIDEWALK RAMP LAYOUT FOR NARROW SIDEWALK WITH NO ESPLANADE

NOT TO SCALE

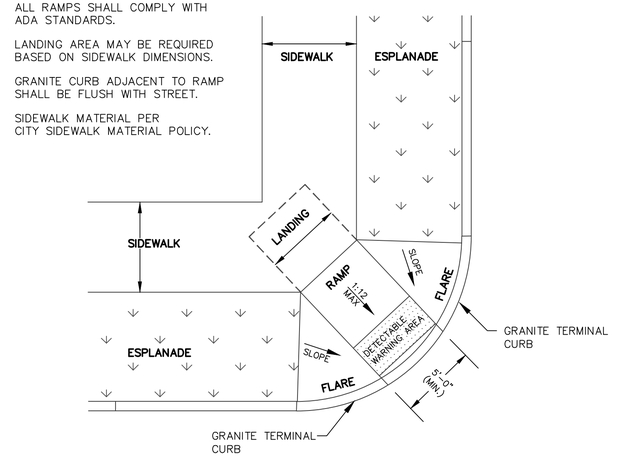
NOTES:

ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.

LANDING AREA MAY BE REQUIRED BASED ON SIDEWALK DIMENSIONS.

GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.

SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.



DIAGONAL SIDEWALK RAMP LAYOUT AT INTERSECTION FOR SIDEWALK WITH ESPLANADE

NOT TO SCALE

(REQUIRES WAIVER)

NOTES:

ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.

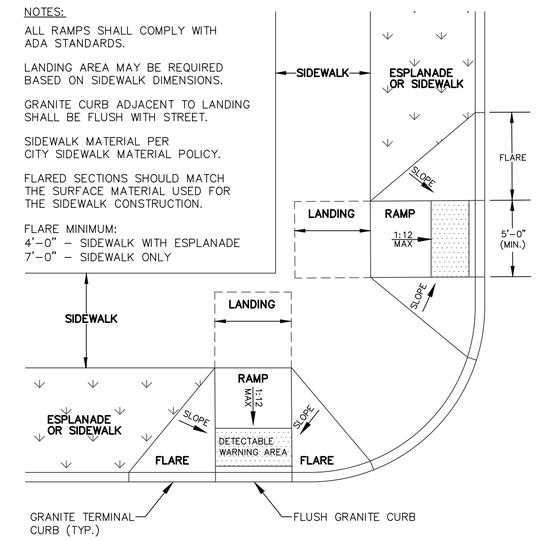
LANDING AREA MAY BE REQUIRED BASED ON SIDEWALK DIMENSIONS.

GRANITE CURB ADJACENT TO LANDING SHALL BE FLUSH WITH STREET.

SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

FLARED SECTIONS SHOULD MATCH THE SURFACE MATERIAL USED FOR THE SIDEWALK CONSTRUCTION.

FLARE MINIMUM:
4'-0" – SIDEWALK WITH ESPLANADE
7'-0" – SIDEWALK ONLY



PREFERRED SIDEWALK RAMP AT INTERSECTION

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REFERENCES:
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DESIGNED BY:
DRAWN BY: SMW
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SCALE: NOT TO SCALE
DATE: APRIL 7, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 10082
REGISTERED PROFESSIONAL ENGINEER

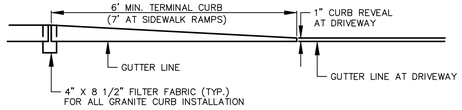
SPRING STREET
RECONSTRUCTION PROJECT
DETAILS

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

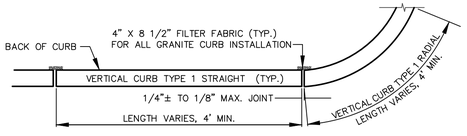
CITY OF PORTLAND, MAINE
DIRIGO RESURGAM

SHEET # 09 OF 35

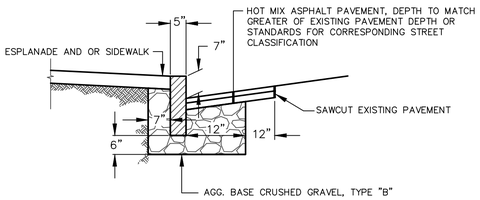
PLAN NUMBER
D-3



TERMINAL CURB PROFILE



VERTICAL GRANITE CURB PLAN VIEW

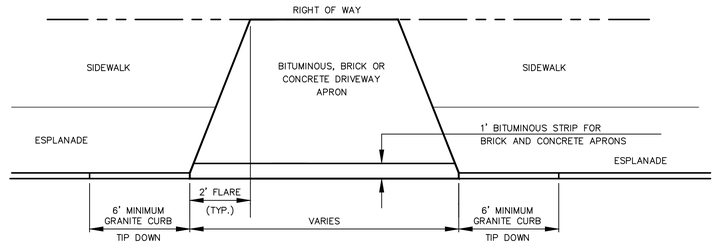


VERTICAL GRANITE CURB CROSS SECTION

MAINE DOT TYPE-1 VERTICAL GRANITE CURB INSTALLATION IN EXISTING STREETS

NOT TO SCALE

NOTE:
MATCH GRADE OF EXISTING DRIVEWAY
AT R. O. W. LINE, EXCEPT WHEN
DIRECTED OTHERWISE BY CITY ENGINEER.



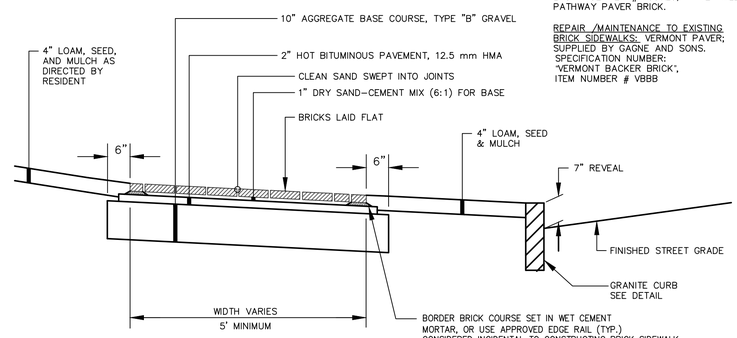
DRIVEWAY APRON LAYOUT

NOT TO SCALE

BRICKS TO BE USED:

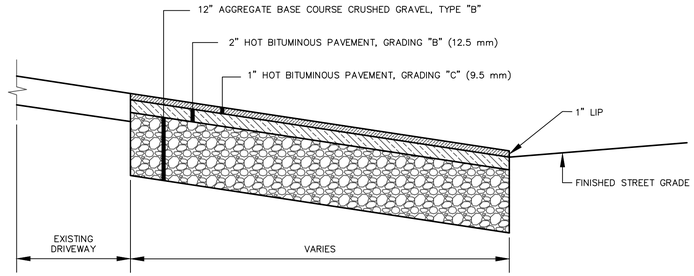
NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK.

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVER; SUPPLIED BY GAGNE AND SONS. SPECIFICATION NUMBER: "VERMONT BACKER BRICK", ITEM NUMBER # VBBB



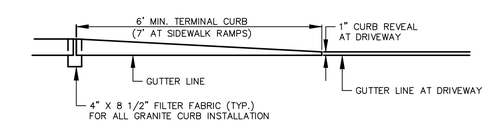
BRICK SIDEWALK WITH BITUMINOUS BASE

NOT TO SCALE

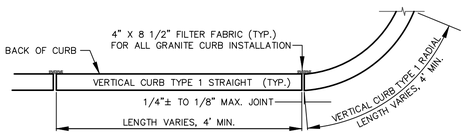


BITUMINOUS DRIVEWAY APRON

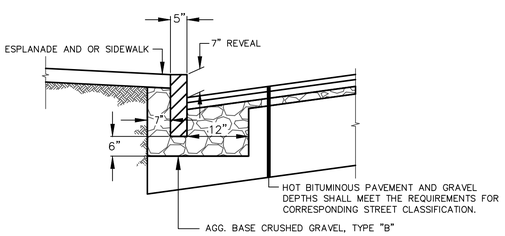
NOT TO SCALE



TERMINAL CURB PROFILE



VERTICAL GRANITE CURB PLAN VIEW



VERTICAL GRANITE CURB CROSS SECTION

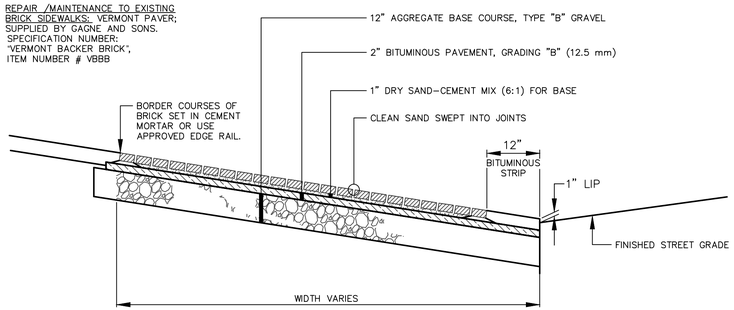
MAINE DOT TYPE-1 VERTICAL GRANITE CURB FULL DEPTH STREET CONSTRUCTION

NOT TO SCALE

BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK.

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVER; SUPPLIED BY GAGNE AND SONS. SPECIFICATION NUMBER: "VERMONT BACKER BRICK", ITEM NUMBER # VBBB



BRICK DRIVEWAY APRON WITH BITUMINOUS BASE

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REFERENCES:
Civil 3D 2014 Drawing Name:
Spring$(s)_Details_2014.dwg

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:	DATE:
	SMW	DMR	NOT TO SCALE	APRIL 7, 2015

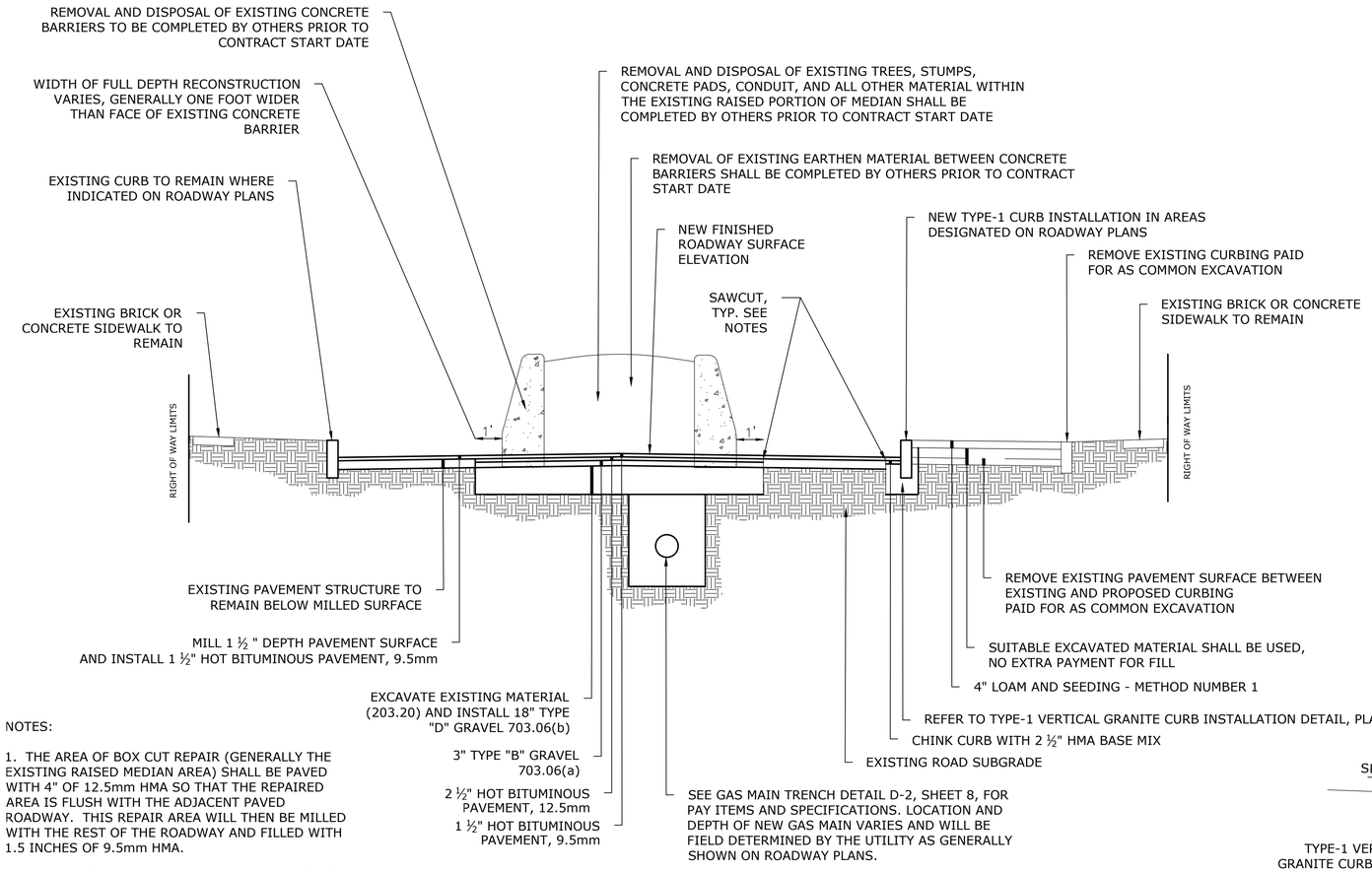
STATE OF MAINE
JOHN
QUENTIN
ADAMS
No. 9684
REGISTERED
PROFESSIONAL
ENGINEER

SPRING STREET
RECONSTRUCTION PROJECT
DETAILS

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

SHEET #
10 OF 35

PLAN NUMBER
D-4



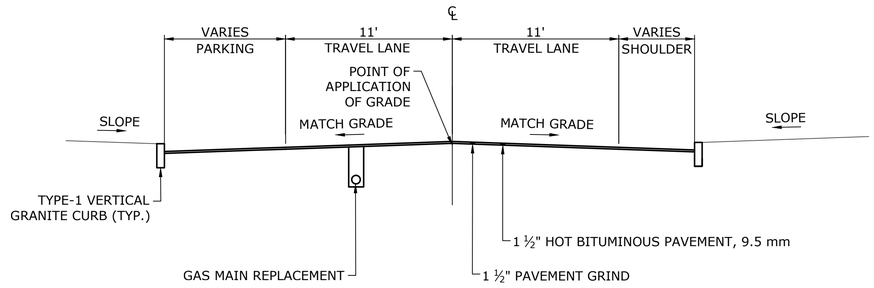
NOTES:

1. THE AREA OF BOX CUT REPAIR (GENERALLY THE EXISTING RAISED MEDIAN AREA) SHALL BE PAVED WITH 4" OF 12.5mm HMA SO THAT THE REPAIRED AREA IS FLUSH WITH THE ADJACENT PAVED ROADWAY. THIS REPAIR AREA WILL THEN BE MILLED WITH THE REST OF THE ROADWAY AND FILLED WITH 1.5 INCHES OF 9.5mm HMA.

2. ALL AREAS WHERE PAVEMENT WILL BE REMOVED (EXCEPT MILLING) SHALL BE FIRST SAWCUT TO ACHIEVE A UNIFORM JOINT. ALL SAWCUTTING WILL BE INCIDENTAL TO CURB, TRENCH, PIPE OR OTHER RELATED WORK AND NO EXTRA PAYMENT WILL BE MADE FOR SAWCUTTING.

TYPICAL ROADWAY SECTION - SPRING STREET

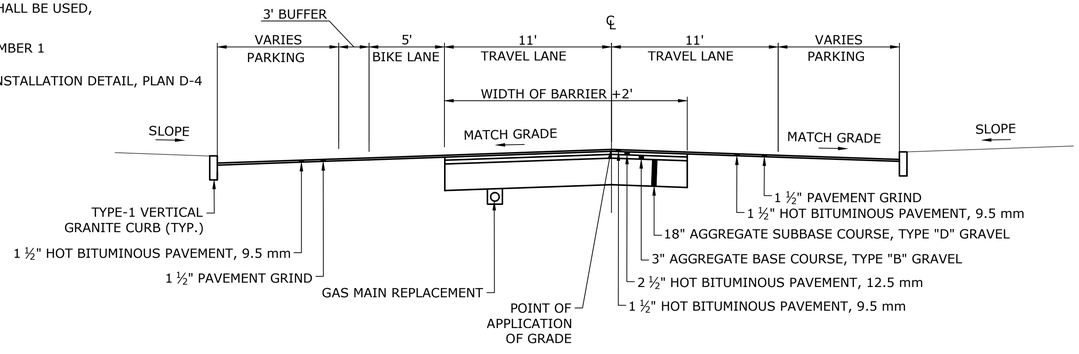
MEDIAN REMOVAL AREAS
NOT TO SCALE



TYPICAL ROADWAY SECTION - SPRING STREET

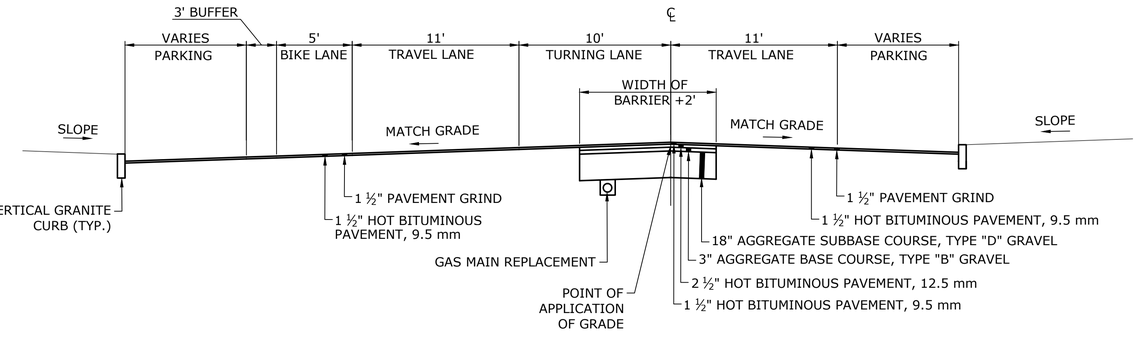
NO EXISTING MEDIAN
NOT TO SCALE

NOTE: SOME AREAS THROUGH INTERSECTIONS ARE SUPERELEVATED AND DO NOT HAVE A ROAD SURFACE CROWN



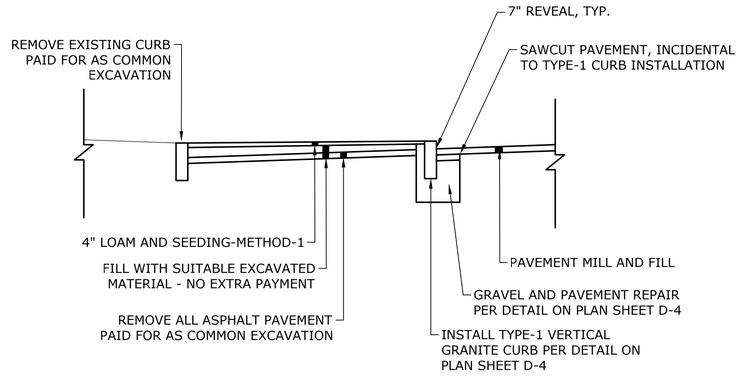
TYPICAL ROADWAY SECTION - SPRING STREET

TWO-LANE ROAD WITH PARKING AND BIKE LANE
NOT TO SCALE



TYPICAL ROADWAY SECTION - SPRING STREET

INTERSECTION APPROACHES WITH TURN LANES AND BIKE LANE
NOT TO SCALE



TYPICAL REMOVE PAVEMENT AND ESTABLISH AS LAWN DETAIL

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REFERENCES:
Civil 3D 2014 Drawing Name:
SpringSt_TypicalSections_2014.dwg

DESIGNED BY: D. ROMA
DRAWN BY: S.WYMAN
CHECKED BY: J. ADAMS
SCALE: N.T.S.
DATE: APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 9684
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET RECONSTRUCTION PROJECT
TYPICAL SECTIONS

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

CITY OF PORTLAND MAINE RESURGAM

SHEET # 11 OF 35

PLAN NUMBER
TYP-1

LIMIT OF CONSTRUCTION – EXTENT OF MILLING

HIGH STREET – 1.5" MILL FOR PAVEMENT OVERLAY. SEE TYPICAL SECTION DETAILS ON PLAN TYP–1

REMOVE PAVEMENT BETWEEN EXISTING AND PROPOSED CURB – SEE TYPICAL SECTION DETAILS ON PLAN TYP–1 FOR ADDITIONAL SPECIFICATIONS AND FOR PAY ITEMS. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF PROPOSED CURB LINE, SEE DETAIL SHEET D–4.

1.5" MILL FOR PAVEMENT OVERLAY. SEE TYPICAL SECTION DETAILS ON PLAN TYP–1

1.5" MILL FOR PAVEMENT OVERLAY. SEE TYPICAL SECTION DETAILS ON PLAN TYP–1

LIMIT OF CONSTRUCTION – EXTENT OF MILLING

1.5" MILL FOR PAVEMENT OVERLAY. SEE TYPICAL SECTION DETAILS ON PLAN TYP–1

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF EXISTING MEDIAN. SEE SECTION DETAIL ON PLAN TYP–1 FOR SPECIFICATIONS AND PAY ITEMS.

REMOVE PAVEMENT BETWEEN EXISTING AND PROPOSED CURB – SEE TYPICAL SECTION DETAILS ON PLAN TYP–1 FOR ADDITIONAL SPECIFICATIONS AND FOR PAY ITEMS. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF PROPOSED CURB LINE, SEE DETAIL SHEET D–4.

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF EXISTING MEDIAN. SEE SECTION DETAIL ON PLAN TYP–1 FOR SPECIFICATIONS AND PAY ITEMS.

^ MATCH LINE SHEET 12 ^

v MATCH LINE SHEET 13 v

NOTE: EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF EXISTING MEDIAN (SEE SECTION DETAIL SHEET TYP–1) AND ONE FOOT OUTSIDE OF CURB (SEE TYPE–1 CURB INSTALLATION DETAILS, SHEET D–4).

GRAPHIC SCALE

20' 0' 10' 20'

(IN FEET)

1 inch = 20' ft.

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REFERENCES:
Civil 3D 2014 Drawing Name:
SpringSt_Existing_2014.dwg

DESIGNED BY:	D. ROMA
DRAWN BY:	S.WYMAN
CHECKED BY:	J. ADAMS
SCALE:	1" = 20'
DATE:	APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 10082
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET RECONSTRUCTION PROJECT

EXISTING CONDITIONS & REMOVALS PLAN

HIGH STREET TO HOLIDAY INN

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

CITO RESURGAM
CITY OF PORTLAND, MAINE

SHEET # 12 OF 35

PLAN NUMBER
EX-1

REMOVE PAVEMENT BETWEEN EXISTING AND PROPOSED CURB – SEE TYPICAL SECTION DETAILS ON PLAN TYP–1 FOR ADDITIONAL SPECIFICATIONS AND FOR PAY ITEMS. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF PROPOSED CURB LINE, SEE DETAIL SHEET D–4.

LIMIT OF CONSTRUCTION – EXTENT OF MILLING

1.5" MILL FOR PAVEMENT OVERLAY. SEE TYPICAL SECTION DETAILS ON PLAN TYP–1

REMOVE PAVEMENT BETWEEN EXISTING AND PROPOSED CURB – SEE TYPICAL SECTION DETAILS ON PLAN TYP–1 FOR ADDITIONAL SPECIFICATIONS AND FOR PAY ITEMS. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF PROPOSED CURB LINE, SEE DETAIL SHEET D–4.

1.5" MILL FOR PAVEMENT OVERLAY. SEE TYPICAL SECTION DETAILS ON PLAN TYP–1

MAINE HEALTH

110 Free ST
"Maine Health"

PARKING GARAGE

45 Spring ST
"Municipal Parking Garage"

OAK STREET

SPRING STREET

TBM 5

TBM 4

17+00 18+00 19+00 20+00 21+00 22+00 23+00

88 Spring ST
"Holiday Inn By The Bay"

HOLIDAY INN

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF EXISTING MEDIAN. SEE TYPICAL SECTION DETAIL ON PLAN TYP–1 FOR SPECIFICATIONS AND PAY ITEMS.

UTILITY VAULT TO BE REMOVED BY OTHERS

REMOVE PAVEMENT BETWEEN EXISTING AND PROPOSED CURB – SEE TYPICAL SECTION DETAILS ON PLAN TYP–1 FOR ADDITIONAL SPECIFICATIONS AND FOR PAY ITEMS. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF PROPOSED CURB LINE, SEE DETAIL SHEET D–4.

Holiday Inn Parking Garage

PARKING GARAGE

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF EXISTING MEDIAN. SEE SECTION DETAIL ON PLAN TYP–1 FOR SPECIFICATIONS AND PAY ITEMS.

1.5" MILL FOR PAVEMENT OVERLAY. SEE TYPICAL SECTION DETAILS ON PLAN TYP–1

59 Pleasant ST

^ MATCH LINE SHEET 12 ^
v MATCH LINE SHEET 13 v

^ MATCH LINE SHEET 13 ^
v MATCH LINE SHEET 14 v

NOTE: EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF EXISTING MEDIAN (SEE SECTION DETAIL SHEET TYP–1) AND ONE FOOT OUTSIDE OF CURB (SEE TYPE–1 CURB INSTALLATION DETAILS, SHEET D–4).

GRAPHIC SCALE
20' 0' 10' 20'
(IN FEET)
1 inch = 20' ft.

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DRAWN BY: S.WYMAN
CHECKED BY: J. ADAMS
SCALE: 1" = 20'
DATE: APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 10824
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET
RECONSTRUCTION PROJECT
EXISTING CONDITIONS & REMOVALS PLAN
OAK STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

SHEET # 13 OF 35

PLAN NUMBER
EX–2

REMOVE PAVEMENT BETWEEN EXISTING AND PROPOSED CURB – SEE TYPICAL SECTION DETAILS ON PLAN TYP–1 FOR ADDITIONAL SPECIFICATIONS AND FOR PAY ITEMS. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF PROPOSED CURB LINE, SEE DETAIL SHEET D–4.

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF EXISTING MEDIAN. SEE TYPICAL SECTION DETAIL ON PLAN TYP–1 FOR SPECIFICATIONS AND PAY ITEMS.

1.5" MILL FOR PAVEMENT OVERLAY. SEE TYPICAL SECTION DETAILS ON PLAN TYP–1

CUMBERLAND COUNTY CIVIC CENTER

LIMIT OF CONSTRUCTION – EXTENT OF MILLING

REMOVE PAVEMENT BETWEEN EXISTING AND PROPOSED CURB – SEE TYPICAL SECTION DETAILS ON PLAN TYP–1 FOR ADDITIONAL SPECIFICATIONS AND FOR PAY ITEMS. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF PROPOSED CURB LINE, SEE DETAIL SHEET D–4.

CENTER STREET

46 Free ST

1 Civic Center SQ
Cumberland County Civic Center

SPRING STREET

23+00 24+00 25+00 26+00 27+00 28+00

SOUTH STREET

22 South ST

20 South ST

19 South ST

17 South ST

70 Center ST

TBM 3

REMOVE PAVEMENT BETWEEN EXISTING AND PROPOSED CURB – SEE TYPICAL SECTION DETAILS ON PLAN TYP–1 FOR ADDITIONAL SPECIFICATIONS AND FOR PAY ITEMS. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF PROPOSED CURB LINE, SEE DETAIL SHEET D–4.

1.5" MILL FOR PAVEMENT OVERLAY. SEE TYPICAL SECTION DETAILS ON PLAN TYP–1

REMOVE PAVEMENT BETWEEN EXISTING AND PROPOSED CURB – SEE TYPICAL SECTION DETAILS ON PLAN TYP–1 FOR ADDITIONAL SPECIFICATIONS AND FOR PAY ITEMS. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF PROPOSED CURB LINE, SEE DETAIL SHEET D–4.

LIMIT OF CONSTRUCTION – EXTENT OF MILLING

REMOVE PAVEMENT BETWEEN EXISTING AND PROPOSED CURB – SEE TYPICAL SECTION DETAILS ON PLAN TYP–1 FOR ADDITIONAL SPECIFICATIONS AND FOR PAY ITEMS. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF PROPOSED CURB LINE, SEE DETAIL SHEET D–4.

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF EXISTING MEDIAN. SEE TYPICAL SECTION DETAIL ON PLAN TYP–1 FOR SPECIFICATIONS AND PAY ITEMS.

NOTE: EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF EXISTING MEDIAN (SEE SECTION DETAIL SHEET TYP–1) AND ONE FOOT OUTSIDE OF CURB (SEE TYPE–1 CURB INSTALLATION DETAILS, SHEET D–4).

GRAPHIC SCALE
20' 0' 10' 20'
(IN FEET)
1 inch = 20' ft.

^ MATCH LINE SHEET 13 ^
v MATCH LINE SHEET 14 v

^ MATCH LINE SHEET 14 ^
v MATCH LINE SHEET 15 v

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CHECKED BY:	J. ADAMS
SCALE:	1" = 20'
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STATE OF MAINE
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SPRING STREET
RECONSTRUCTION PROJECT
EXISTING CONDITIONS & REMOVALS PLAN
CIVIC CENTER TO CENTER STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

CITY OF PORTLAND MAINE
ORDO RESURGAM

SHEET # 14 OF 35

PLAN NUMBER
EX-3

1.5" MILL FOR PAVEMENT OVERLAY. SEE TYPICAL SECTION DETAILS ON PLAN TYP–1

REMOVE PAVEMENT BETWEEN EXISTING AND PROPOSED CURB – SEE TYPICAL SECTION DETAILS ON PLAN TYP–1 FOR ADDITIONAL SPECIFICATIONS AND FOR PAY ITEMS. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF PROPOSED CURB LINE, SEE DETAIL SHEET D–4.

LIMIT OF CONSTRUCTION – EXTENT OF MILLING

REMOVE PAVEMENT BETWEEN EXISTING AND PROPOSED CURB – SEE TYPICAL SECTION DETAILS ON PLAN TYP–1 FOR ADDITIONAL SPECIFICATIONS AND FOR PAY ITEMS. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF PROPOSED CURB LINE, SEE DETAIL SHEET D–4.

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF EXISTING MEDIAN. SEE TYPICAL SECTION DETAIL ON PLAN TYP–1 FOR SPECIFICATIONS AND PAY ITEMS.

1.5" MILL FOR PAVEMENT OVERLAY. SEE TYPICAL SECTION DETAILS ON PLAN TYP–1

UTILITY VAULT TO BE REMOVED BY OTHERS

REMOVE PAVEMENT BETWEEN EXISTING AND PROPOSED CURB – SEE TYPICAL SECTION DETAILS ON PLAN TYP–1 FOR ADDITIONAL SPECIFICATIONS AND FOR PAY ITEMS. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF PROPOSED CURB LINE, SEE DETAIL SHEET D–4.

PLANTERS TO BE REMOVED BY OTHERS

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF EXISTING MEDIAN. SEE TYPICAL SECTION DETAIL ON PLAN TYP–1 FOR SPECIFICATIONS AND PAY ITEMS.

NOTE: EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF EXISTING MEDIAN (SEE SECTION DETAIL SHEET TYP–1) AND ONE FOOT OUTSIDE OF CURB (SEE TYPE–1 CURB INSTALLATION DETAILS, SHEET D–4).

GRAPHIC SCALE
20' 0' 10' 20'
(IN FEET)
1 inch = 20' ft.

^ MATCH LINE SHEET 14 ^
v MATCH LINE SHEET 15 v

^ MATCH LINE SHEET 15 ^
v MATCH LINE SHEET 16 v

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REFERENCES:
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DESIGNED BY:	D. ROMA
DRAWN BY:	S.WYMAN
CHECKED BY:	J. ADAMS
SCALE:	1" = 20'
DATE:	APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 10082
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET
RECONSTRUCTION PROJECT
EXISTING CONDITIONS & REMOVALS PLAN
CENTER STREET & COTTON STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

SHEET # 15 OF 35

PLAN NUMBER
EX–4

FREE STREET

MIDDLE STREET

TEMPLE STREET

SPRING STREET

UNION STREET

LIMIT OF CONSTRUCTION – EXTENT OF MILLING

LIMIT OF CONSTRUCTION – EXTENT OF MILLING

REMOVE PAVEMENT BETWEEN EXISTING AND PROPOSED CURB – SEE TYPICAL SECTION DETAILS ON PLAN TYP–1 FOR ADDITIONAL SPECIFICATIONS AND FOR PAY ITEMS. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF PROPOSED CURB LINE, SEE DETAIL SHEET D–4.

1.5" MILL FOR PAVEMENT OVERLAY. SEE TYPICAL SECTION DETAILS ON PLAN TYP–1

REMOVE PAVEMENT BETWEEN EXISTING AND PROPOSED CURB – SEE TYPICAL SECTION DETAILS ON PLAN TYP–1 FOR ADDITIONAL SPECIFICATIONS AND FOR PAY ITEMS. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF PROPOSED CURB LINE, SEE DETAIL SHEET D–4.

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF EXISTING MEDIAN. SEE TYPICAL SECTION DETAIL ON PLAN TYP–1 FOR SPECIFICATIONS AND PAY ITEMS.

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF EXISTING MEDIAN. SEE TYPICAL SECTION DETAIL ON PLAN TYP–1 FOR SPECIFICATIONS AND PAY ITEMS.

LIMIT OF CONSTRUCTION – EXTENT OF MILLING

1.5" MILL FOR PAVEMENT OVERLAY. SEE TYPICAL SECTION DETAILS ON PLAN TYP–1

UTILITY VAULT TO BE REMOVED BY OTHERS

REMOVE PAVEMENT BETWEEN EXISTING AND PROPOSED CURB – SEE TYPICAL SECTION DETAILS ON PLAN TYP–1 FOR ADDITIONAL SPECIFICATIONS AND FOR PAY ITEMS. EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF PROPOSED CURB LINE, SEE DETAIL SHEET D–4.

LIMIT OF CONSTRUCTION – EXTENT OF MILLING

NOTE: EXCAVATION LIMITS ARE ONE FOOT OUTSIDE OF EXISTING MEDIAN (SEE SECTION DETAIL SHEET TYP–1) AND ONE FOOT OUTSIDE OF CURB (SEE TYPE–1 CURB INSTALLATION DETAILS, SHEET D–4).

< MATCH LINE SHEET 15

> MATCH LINE SHEET 16

GRAPHIC SCALE

20' 0' 10' 20'

(IN FEET)

1 inch = 20' ft.

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DESIGNED BY:	D. ROMA
DRAWN BY:	S.WYMAN
CHECKED BY:	J. ADAMS
SCALE:	1" = 20'
DATE:	APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 9982
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET
RECONSTRUCTION PROJECT
EXISTING CONDITIONS & REMOVALS PLAN
TEMPLE STREET & UNION STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

DILIGO RESURGAM
CITY OF PORTLAND, MAINE

SHEET # 16 OF 35

PLAN NUMBER
EX–5

END CURB REMOVAL AND INSTALLATION OF NEW TYPE-1 CURB, MATCH EXISTING

4'X2' DETECTABLE WARNING FIELD (TYP.)

REMOVE CURBING BETWEEN EXISTING AND NEW BRICK SIDEWALK

ADJUST STRUCTURE TO GRADE

CONSTRUCT 115 SY BRICK SIDEWALK, RAMP AND FLARES

SIGNAL MAST ARM, TYP. SEE TRAFFIC PLANS

BEGIN CURB REMOVAL AND INSTALLATION OF NEW TYPE-1 CURB, MATCH EXISTING

INSTALL NEW TYPE-1 CURB

EXISTING CURBING TO REMAIN

LIMIT OF GAS MAIN TRENCHING

LIMIT OF CONSTRUCTION, EXTENT OF MILLING SPRING STREET STA: 12+94

MATCH INTO EXISTING ALIGNMENT

APPROX. HIGH POINT STA:12+94

EXISTING CURBING TO REMAIN

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. SEE SECTION DETAIL ON TYP-1 FOR SPECIFICATIONS AND PAY ITEMS

TRAFFIC CONTROLLER CABINET, SEE TRAFFIC PLANS

INSTALL 8'X2' DETECTABLE WARNING FIELD (TYP)

EXPAND SIDEWALK TO PROVIDE 5' WIDE WALK BEHIND RAMP

CONSTRUCT 35 SY BRICK SIDEWALK, RAMP AND FLARES

PEDESTAL POLE, TYP. SEE TRAFFIC PLANS

GAS MAIN TRENCHING REFER TO CONTRACT SPECIAL PROVISIONS

LIMIT OF CONSTRUCTION, EXTENT OF MILLING HIGH STREET

LIMIT OF CONSTRUCTION, EXTENT OF MILLING HIGH STREET

CONSTRUCT 56 SY BRICK SIDEWALK, RAMP AND FLARES

TOP OF LANDING OF RAMP TO BE SET MINIMUM OF 5' FROM EXISTING FENCE

INSTALL 8'X2' DETECTABLE WARNING FIELD

CONTRACTOR TO EXCAVATE, BACKFILL AND REPAIR ROADWAY ONLY. UNITIL RESPONSIBLE FOR CUTTING AND CAPPING PIPE AND RELATED WORK.

GAS MAIN TRENCHING. REFER TO 827.362 SPECIAL PROVISION

APPROX. LOW POINT STA:14+52

SAWCUT CONCRETE SIDEWALK (INCIDENTAL)

SIGNAL MAST ARM, TYP. SEE TRAFFIC PLANS

CONSTRUCT 57 SY NEW BRICK SIDEWALK, RAMPS AND FLARES

INSTALL 8'X2' DETECTABLE WARNING FIELD

REMOVE CURBING BETWEEN EXISTING AND NEW BRICK SIDEWALK PAID FOR AS COMMON EXCAVATION

BEGIN CURB REMOVAL AND INSTALLATION OF NEW TYPE-1 CURB, MATCH EXISTING

EXISTING CURB TO REMAIN

LIMIT OF CONSTRUCTION AT BRICK APRON

REMOVE EXISTING CURB PAID FOR AS COMMON EXCAVATION, TYP.

BEGIN CURB REMOVAL AND INSTALLATION OF NEW TYPE-1 CURB, MATCH EXISTING

APPROX. LOW POINT STA:16+74

LIMIT OF CONSTRUCTION AT CONCRETE APRON

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. SEE SECTION DETAIL ON TYP-1 FOR SPECIFICATIONS AND PAY ITEMS

END CURB REMOVAL AND INSTALLATION OF NEW TYPE-1 CURB, MATCH EXISTING

MANHOLE COVER TO BE ADJUSTED BY OTHERS

INSTALL NEW TYPE-1 CURB

REMOVE EXISTING CURBING TO BE PAID FOR AS COMMON EXCAVATION, TYP.

REMOVE PAVEMENT AND ESTABLISH AS LAWN BETWEEN EXISTING AND PROPOSED CURB. SEE DETAIL

LIMIT OF CONSTRUCTION, EXTENT OF MILLING AT CONCRETE APRON

MANHOLE COVER TO BE ADJUSTED BY OTHERS

GRAPHIC SCALE

20' 0' 10' 20'

(IN FEET)

1 inch = 20' ft.

^ MATCH LINE SHEET 17 ^

v MATCH LINE SHEET 18 v

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DESIGNED BY:	D. ROMA
DRAWN BY:	S.WYMAN
CHECKED BY:	J. ADAMS
SCALE:	1" = 20'
DATE:	APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 10824
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET
RECONSTRUCTION PROJECT
ROADWAY PLAN
HIGH STREET TO HOLIDAY INN

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

CITY OF PORTLAND RESURGAM

SHEET # 17 OF 35

PLAN NUMBER
PLN-1

INSTALL NEW TYPE–1 CURB

EXCAVATE TRENCH AND RESTORE SURFACE TO EXISTING CONDITION SEE 827.362 SPECIAL PROVISION

REMOVE PAVEMENT SURFACE AND ESTABLISH AS LAWN BETWEEN EXISTING AND NEW CURB, SEE DETAIL ON TYP–1.

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. SEE SECTION DETAIL ON TYP–1 FOR SPECIFICATIONS AND PAY ITEMS.

INSTALL TYPE–1 CURB

REMOVE EXISTING CURB PAID FOR AS COMMON EXCAVATION

REMOVE TRUNCATED DOME PAVERS AND INSTALL NEW 4'X2' DETECTABLE WARNING SURFACE AND REBUILD BRICK RAMP

END CURB REMOVAL AND INSTALLATION OF NEW TYPE–1 CURB, MATCH EXISTING

LIMIT OF CONSTRUCTION, EXTENT OF MILLING OAK STREET

BEGIN CURB REMOVAL AND INSTALLATION OF NEW TYPE–1 CURB, MATCH EXISTING

CONSTRUCT 44 SY BRICK SIDEWALK, RAMPS AND FLARES

LIGHT POLE TO REMAIN

SAWCUT CONCRETE (INCIDENTAL)

REMOVE EXISTING CURB

REMOVE PAVEMENT AND ESTABLISH AS LAWN, SEE DETAIL ON PLAN TYP–1.

END CURB REMOVAL AND INSTALLATION OF NEW TYPE–1 CURB, MATCH EXISTING

EXCAVATE TRENCH AND RESTORE SURFACE TO EXISTING CONDITION, SEE 827.362 SPECIAL PROVISION

EXISTING CURB TO REMAIN

GAS MAIN TRENCHING REFER TO 827.362 SPECIAL PROVISION

APPROX. LOW POINT STA: 22+57

SEE PLN–3 FOR INFORMATION

MAINE HEALTH
110 Free ST
"Maine Health"

45 Spring ST
"Municipal Parking Garage"

PARKING GARAGE

OAK STREET

SPRING STREET

NOT FIELD VERIFIED

TBM 5

TBM

R15

17+00 18+00 19+00 20+00 21+00 22+00 23+00

APPROX. HIGH POINT STA:17+00

EXISTING CURB TO REMAIN

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. SEE SECTION DETAIL ON TYP–1 FOR SPECIFICATIONS AND PAY ITEMS.

88 Spring ST
"Holiday Inn By The Bay"

HOLIDAY INN

GAS MAIN TRENCHING REFER TO 827.362 SPECIAL PROVISION

OAK STREET

BEGIN CURB REMOVAL AND INSTALLATION OF NEW TYPE–1 CURB, MATCH EXISTING

CONSTRUCT 19 SY BRICK SIDEWALK, RAMP, AND FLARES

4'X2' DETECTABLE WARNING FIELD (TYP.)

FIRE BOX TO REMAIN

LIGHT TO REMAIN

MANHOLE TO BE ADJUSTED BY OTHERS

REMOVE EXISTING CURB, PAID FOR AS COMMON EXCAVATION

INSTALL NEW TYPE–1 CURB

REMOVE PAVEMENT SURFACE AND ESTABLISH AS LAWN, SEE DETAIL ON PLAN TYP–1

END CURB REMOVAL AND INSTALLATION OF NEW TYPE–1 CURB. MATCH EXISTING

Holiday Inn Parking Garage

PARKING GARAGE

MANHOLE COVER TO BE ADJUSTED BY OTHERS

GAS MAIN TRENCHING REFER TO 827.362 SPECIAL PROVISION

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. SEE SECTION DETAIL ON TYP–1 FOR SPECIFICATIONS AND PAY ITEMS.

EXISTING CURB TO REMAIN

APPROX. LOW POINT STA: 22+43

SEE PLN–3 FOR INFORMATION

59 Pleasant ST

GRAPHIC SCALE
20' 0' 10' 20'
(IN FEET)
1 inch = 20' ft.

< MATCH LINE SHEET 17 <
> MATCH LINE SHEET 18 >

< MATCH LINE SHEET 18 <
> MATCH LINE SHEET 19 >

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DESIGNED BY:	D. ROMA
DRAWN BY:	S.WYMAN
CHECKED BY:	J. ADAMS
SCALE:	1" = 20'
DATE:	APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 9692
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET
RECONSTRUCTION PROJECT
ROADWAY PLAN
OAK STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

SHEET # 18 OF 35

PLAN NUMBER
PLN–2

CB–1
(TYPE B1–C)
RIM=73.90
INV.OUT=69.47
STA: 22+57,
31' LT

BEGIN CURB REMOVAL AND INSTALLATION OF NEW TYPE–1 CURB

APPROX. HIGH POINT
STA: 22+57
12"SD
L=17'
S=1.0%

CONVERT CATCH BASIN TO MANHOLE. CORE STRUCTURE FOR 12" SD CONNECTION AND INSTALL FLEXIBLE BOOT

4'X2' DETECTABLE WARNING FIELD (TYP.)

CURB TIPDOWN, TYP.

CONSTRUCT 198 SY BRICK SIDEWALK

INSTALL TYPE–1 CURB

REMOVE EXISTING CURB PAID FOR AS COMMON EXCAVATION

GAS MAIN TRENCHING
REFER TO 827.362 SPECIAL PROVISION

INSTALL 7'X4' TREE WELL, TYP (4) SEE DETAIL ON D–1

CONVERT CATCH BASIN TO MANHOLE

END CURB REMOVAL AND INSTALLATION OF NEW TYPE–1 CURB, MATCH EXISTING

EXISTING CURB TO REMAIN

PEDESTAL POLE, TYP. SEE TRAFFIC PLANS

CONSTRUCT 63 SY BRICK SIDEWALK, RAMP AND FLARES

MANHOLE COVER TO BE ADJUSTED BY OTHERS

REMOVE EXISTING CURB PAID FOR AS COMMON EXCAVATION

4'X2' DETECTABLE WARNING FIELD (TYP.)

CONVERT CATCH BASIN TO MANHOLE
CORE STRUCTURE FOR 12"SD CONNECTION AND INSTALL FLEXIBLE BOOT

SIGNAL MAST ARM, TYP. SEE TRAFFIC PLANS

12"SD L=34' S=1.0%

INSTALL 7'X4' TREE WELL, SEE DETAIL

INSTALL NEW TYPE–1 CURB

BEGIN CURB REMOVAL AND INSTALLATION OF NEW TYPE–1 CURB, MATCH EXISTING

CB–3 (TYPE B1–C)
RIM=54.30
INV.OUT=49.62
STA: 26+71, 35' LT

END CURB REMOVAL AND INSTALLATION OF NEW TYPE–1 CURB, MATCH EXISTING

LIMIT OF CONSTRUCTION, EXTENT OF MILLING CENTER STREET

BEGIN CURB REMOVAL AND INSTALLATION OF NEW TYPE–1 CURB, MATCH EXISTING

CONSTRUCT 76 SY BRICK SIDEWALK, RAMP AND FLARES

REMOVE EXISTING CURB

INSTALL NEW TYPE–1 CURB

END CURB REMOVAL AND INSTALLATION OF NEW TYPE–1 CURB, MATCH EXISTING

PEDESTAL POLE, TYP. SEE TRAFFIC PLANS

R15

R10, TYP

R25

REMOVE EXISTING CURB, PAID FOR AS COMMON EXCAVATION

INSTALL NEW TYPE–1 CURB

END CURB REMOVAL AND INSTALLATION OF NEW TYPE–1 CURB, MATCH EXISTING

EXISTING CURB TO REMAIN

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. SEE SECTION DETAIL ON TYP–1 FOR SPECIFICATIONS AND PAY ITEMS.

CB–4 (TYPE B1–C)
RIM=55.10
INV.OUT=49.72
STA: 26+61, 27' RT

BEGIN CURB REMOVAL AND INSTALLATION OF NEW TYPE–1 CURB

INSTALL NEW TYPE–1 CURB

12"SD
L=44'
S=1.0%

REMOVE EXISTING CURB

CONVERT CATCH BASIN TO MANHOLE. CORE STRUCTURE FOR 12" SD AND INSTALL FLEXIBLE BOOT.

SAWCUT CONCRETE SIDEWALK

CONSTRUCT 130 SY BRICK SIDEWALK, RAMP AND FLARES

END CURB REMOVAL AND INSTALLATION OF NEW TYPE–1 CURB, MATCH EXISTING

APPROX. LOW POINT
STA: 27+62

LIMIT OF CONSTRUCTION, EXTENT OF MILLING CENTER STREET

GAS MAIN TRENCHING.
REFER TO 827.362 SPECIAL PROVISION

BEGIN CURB REMOVAL AND INSTALLATION OF NEW TYPE–1 CURB, MATCH EXISTING

CONSTRUCT 42 SY BRICK SIDEWALK, RAMP AND FLARES

SIGNAL MAST ARM, TYP. SEE TRAFFIC PLANS

INSTALL NEW TYPE–1 CURB

REMOVE EXISTING CURB

REMOVE PAVEMENT AND ESTABLISH AS LAWN, SEE DETAIL ON PLAN TYP–1

END CURB REMOVAL AND INSTALLATION OF NEW TYPE–1 CURB, MATCH EXISTING

R25

R25

R25

CONSTRUCT 19 SY BRICK SIDEWALK, RAMP AND FLARES

CURB TIPDOWN, TYP.

CONVERT CATCH BASIN TO MANHOLE. CORE STRUCTURE FOR 12" SD CONNECTION AND INSTALL FLEXIBLE BOOT.

12"SD
L=24'
S=1.0%

CB–2 (TYPE B1–C)
RIM=74.50
INV.OUT=68.08
STA: 22+43, 26' RT

BEGIN CURB REMOVAL AND INSTALLATION OF NEW TYPE–1 CURB

CROSS INSURANCE ARENA

1 Civic Center SQ
Cumberland County Civic Center

SPRING STREET

SOUTH STREET

CENTER STREET

46 Free ST

7 Center ST

22 South ST

20 South ST

19 South ST

17 South ST

^ MATCH LINE SHEET 18 ^
v MATCH LINE SHEET 19 v

^ MATCH LINE SHEET 19 ^
v MATCH LINE SHEET 20 v

GRAPHIC SCALE
20' 0' 10' 20'
(IN FEET)
1 inch = 20' ft.

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REFERENCES:
Civil 3D 2014 Drawing Name:
SpringSt_RoadwayPlan_2014.dwg

DESIGNED BY:	D. ROMA
DRAWN BY:	S.WYMAN
CHECKED BY:	J. ADAMS
SCALE:	1" = 20'
DATE:	APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 9982
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET
RECONSTRUCTION PROJECT
ROADWAY PLAN
CIVIC CENTER TO CENTER STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

CITY OF PORTLAND, MAINE RESURGAM

SHEET #
19 OF 35

PLAN NUMBER
PLN–3

CONSTRUCT 81 SY BRICK SIDEWALK, RAMP AND FLARES

4'X2' DETECTABLE WARNING FIELD (TYP.)

REMOVE EXISTING CURB, PAID FOR AS COMMON EXCAVATION

INSTALL NEW TYPE-1 CURB

BEGIN CURB REMOVAL AND INSTALLATION OF NEW TYPE-1 CURB, MATCH EXISTING

LIMIT OF CONSTRUCTION, EXTENT OF MILLING CROSS STREET

CROSS STREET NORTH

LIMIT OF GAS MAIN TRENCHING REFER TO 827.362 SPECIAL PROVISION

BEGIN CURB REMOVAL AND INSTALLATION OF NEW TYPE-1 CURB, MATCH EXISTING

CONSTRUCT 15 SY BRICK SIDEWALK, RAMP AND FLARES

REMOVE EXISTING CURB, PAID FOR AS COMMON EXCAVATION

REMOVE PAVEMENT AND ESTABLISH AS LAWN BETWEEN EXISTING AND PROPOSED CURB, SEE DETAIL PLAN TYP-1

CONVERT CATCH BASIN TO MANHOLE

INSTALL NEW TYPE-1 CURB

APPROX. LOW POINT STA: 33+43

APPROX. HIGH POINT STA: 31+56

EXISTING CURB TO REMAIN

GAS MAIN TRENCHING. REFER TO 827.362 SPECIAL PROVISION

APPROX. LOW POINT STA: 30+24

APPROX. HIGH POINT STA: 28+50

APPROX. LOW POINT STA: 29+13

R15

R25

SPRING STREET

29+00

30+00

31+00

32+00

33+00

34+00

80'

27'

WIDTH VARIES

10 Free ST

22 Free ST REAR

2 City Q

1 Spring Street

1 Portland Square

TD BANK

N/F CITY OF PORTLAND CCRD 3203/32

COTTON STREET

TBM 2

APPROX. LOW POINT STA: 29+13

APPROX. LOW POINT STA: 30+24

EXISTING CURB TO REMAIN

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. SEE SECTION DETAIL ON TYP-1 FOR SPECIFICATIONS AND PAY ITEMS.

BEGIN CURB REMOVAL AND INSTALLATION OF NEW TYPE-1 CURB, MATCH EXISTING

INSTALL NEW TYPE-1 CURB

REMOVE EXISTING CURB, PAID FOR AS COMMON EXCAVATION

REMOVE PAVEMENT AND ESTABLISH AS LAWN, SEE DETAIL ON PLAN TYP-1

4'X2' DETECTABLE WARNING FIELD (TYP.)

CONSTRUCT 30 SY BRICK SIDEWALK, RAMP AND FLARES

EXISTING CURB TO REMAIN

END CURB REMOVAL AND INSTALLATION OF NEW TYPE-1 CURB, MATCH EXISTING

LIMIT OF SEWER & SCENIC VIEW EASEMENT

N.U. GAS EASEMENT SEE PLAN 939/10

SEWER EASEMENT F.K.A. CROSS STREET (DISCONTINUED)

C.M.P. EASEMENT SEE PLAN 939/10

LIMIT OF SEWER & SCENIC VIEW EASEMENTS

27.0'

27.0'

^ MATCH LINE SHEET 19

v MATCH LINE SHEET 20

^ MATCH LINE SHEET 20

v MATCH LINE SHEET 21

GRAPHIC SCALE

20' 0' 10' 20'

(IN FEET)

1 inch = 20' ft.

NOT FIELD VERIFIED BETWEEN VALVES

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DESIGNED BY: D. ROMA
DRAWN BY: S.WYMAN
CHECKED BY: J. ADAMS
SCALE: 1" = 20'
DATE: APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 10082
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET RECONSTRUCTION PROJECT
ROADWAY PLAN
CENTER STREET & COTTON STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

CITY OF PORTLAND, MAINE

SHEET # 20 OF 35

PLAN NUMBER
PLN-4

LIMIT OF CONSTRUCTION, EXTENT OF MILLING EXISTING FLUSH GRANITE CURB AT CROSSWALKS

LIMIT OF CONSTRUCTION, EXTENT OF MILLING (INCIDENTAL)

END CURB REMOVAL AND INSTALLATION OF NEW TYPE-1 CURB, MATCH EXISTING

PEDESTAL POLE, TYP. SEE TRAFFIC PLANS

CONSTRUCT 110 SY BRICK SIDEWALK, RAMPS AND FLARES

REMOVE EXISTING CURB PAID FOR AS COMMON EXCAVATION

INSTALL NEW TYPE-1 CURB

REMOVE PAVEMENT AND ESTABLISH AS LAWN BETWEEN EXISTING AND PROPOSED CURB, SEE DETAIL PLAN TYP-1

CONVERT CATCH BASIN TO MANHOLE

CB-5
TYPE B1-C
STA: 33+93
OFFSET: 24.57' LT
RIM = 50.55
INV. IN = 46.60
INV. OUT = 46.56
CONTRACTOR TO FIELD VERIFY ALL INVERTS

APPROX. LOW POINT STA: 33+93

APPROX. HIGH POINT STA: 34+24

BEGIN CURB REMOVAL AND INSTALLATION OF NEW TYPE-1 CURB, MATCH EXISTING

REMOVE CURBING BETWEEN EXISTING AND PROPOSED SIDEWALK, PAID FOR AS COMMON EXCAVATION

PEDESTAL POLE, TYP. SEE TRAFFIC PLANS

INSTALL 4'X2' DETECTABLE WARNING FIELD (TYP.)

CONSTRUCT 109 SY BRICK SIDEWALK, RAMPS AND FLARES

END CURB REMOVAL AND INSTALLATION OF NEW TYPE-1 CURB, MATCH EXISTING

APPROX. HIGH POINT STA: 36+14

EXISTING CURB TO REMAIN

LIMIT OF CONSTRUCTION, EXTENT OF MILLING STA: 37+86

CURB TO REMAIN

BEGIN CURB REMOVAL AND INSTALLATION OF NEW TYPE-1 CURB, MATCH EXISTING

CONSTRUCT 52 SY BRICK SIDEWALK, RAMPS AND FLARES

REMOVE EXISTING CURB BETWEEN EXISTING AND PROPOSED SIDEWALK, PAID FOR AS COMMON EXCAVATION

END CURB REMOVAL AND INSTALLATION OF NEW TYPE-1 CURB, MATCH EXISTING

BEGIN CURB REMOVAL AND INSTALLATION OF NEW TYPE-1 CURB, MATCH EXISTING

LIMIT OF CONSTRUCTION, EXTENT OF MILLING UNION STREET

CONSTRUCT 49 SY BRICK SIDEWALK, RAMPS AND FLARES

REMOVE CURB BETWEEN EXISTING AND PROPOSED BRICK SIDEWALK, PAID FOR AS COMMON EXCAVATION

SIGNAL MAST ARM, TYP. SEE TRAFFIC PLANS

REMOVE PAVEMENT AND ESTABLISH AS LAWN BETWEEN EXISTING AND PROPOSED CURB SEE DETAIL ON PLAN TYP-1

END CURB REMOVAL AND INSTALLATION OF NEW TYPE-1 CURB, MATCH EXISTING

APPROX. LOW POINT STA: 35+37

CONVERT CATCH BASIN TO MANHOLE

MEDIAN REMOVAL COMPLETED BY OTHERS. EXCAVATE AND REBUILD ROADWAY. SEE SECTION DETAIL ON TYP-1 FOR SPECIFICATIONS AND PAY ITEMS.

EXISTING CURB TO REMAIN

^ MATCH LINE SHEET 20

v MATCH LINE SHEET 21 v

GRAPHIC SCALE
20' 0' 10' 20'
(IN FEET)
1 inch = 20' ft.

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CHECKED BY:	J. ADAMS
SCALE:	1" = 20'
DATE:	APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 10684
REGISTERED PROFESSIONAL ENGINEER

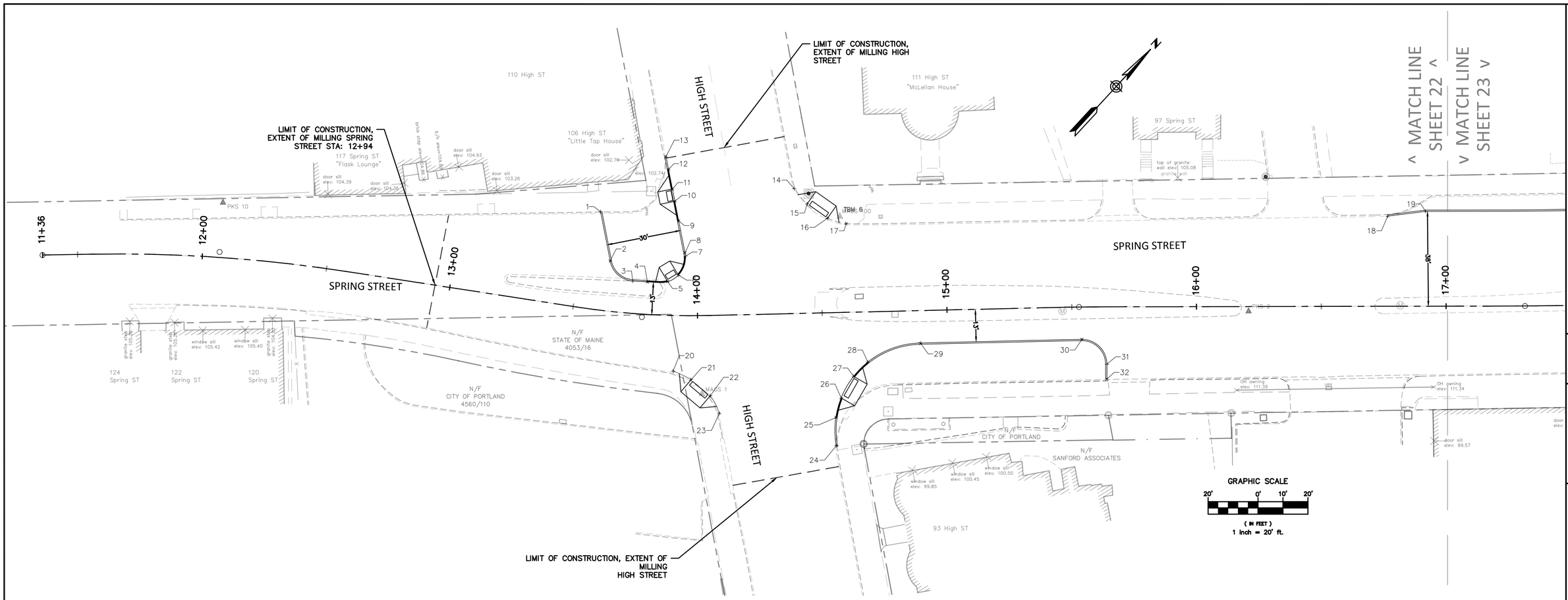
SPRING STREET
RECONSTRUCTION PROJECT
ROADWAY PLAN

TEMPLE STREET & UNION STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

SHEET # 21 OF 35

PLAN NUMBER
PLN-5



CURB LAYOUT DATA				
POINT #	STATION	OFFSET	NORTHING	EASTING
1	13+55.65	−39.15 L	298803.1781	2927494.9891
2	13+62.66	−20.12 L	298791.3454	2927511.1802
3	13+72.98	−13.00 L	298791.5495	2927523.2507
4	13+79.18	−13.00 L	298795.2555	2927527.8782
5	13+87.64	−13.54 L	298800.8800	2927533.7157
6	13+92.07	−16.25 L	298805.6869	2927535.0916
7	13+94.99	−23.81 L	298813.1287	2927532.0547
8	13+94.79	−25.18 L	298814.0216	2927530.9954
9	13+91.79	−37.96 L	298821.7268	2927520.4522
10	13+89.81	−45.77 L	298826.4459	2927513.9950
11	13+88.50	−50.65 L	298829.3961	2927509.9581
12	13+86.29	−58.48 L	298834.1382	2927503.4693
13	13+84.76	−63.63 L	298837.2569	2927499.2020
14	14+39.92	−50.03 L	298862.6151	2927545.6499
15	14+44.97	−43.82 L	298861.6659	2927553.5987
16	14+53.02	−37.88 L	298862.9982	2927563.5096
17	14+60.44	−35.58 L	298866.5060	2927570.4458
18	16+76.66	−36.12 L	299015.9196	2927727.7717
19	16+91.79	−38.00 L	299027.5879	2927737.5781
20	13+90.75	22.26 R	298776.0105	2927559.6669

CURB LAYOUT DATA				
POINT #	STATION	OFFSET	NORTHING	EASTING
21	13+97.48	25.59 R	298778.4203	2927567.2904
22	14+04.39	32.13 R	298778.8779	2927577.2799
23	14+07.87	39.32 R	298776.1334	2927584.7801
24	14+54.43	53.34 R	298798.4488	2927627.9819
25	14+54.53	42.04 R	298806.6315	2927620.1994
26	14+56.82	34.30 R	298813.7848	2927616.4510
27	14+62.01	25.75 R	298823.5356	2927614.2326
28	14+67.83	20.15 R	298831.6065	2927614.5174
29	14+89.02	13.00 R	298851.4889	2927624.7725
30	15+53.93	12.98 R	298896.5137	2927671.2999
31	15+64.05	23.00 R	298895.9853	2927685.4322
32	15+64.05	28.94 R	298891.6307	2927689.4728

ITEM 609.238 TERMINAL CURB TYPE−1 8 FT.				
POINT	TO	POINT	SIDE	LENGTH (LF)
9	TO	10	L	8.00
11	TO	12	L	8.00

ITEM 609.11 VERTICAL CURB				
POINT	TO	POINT	SIDE	LENGTH (LF)
1	TO	2	L	20.05
3	TO	4	L	5.93
8	TO	9	L	13.06
12	TO	13	L	5.29
18	TO	19	L	15.24
29	TO	30	R	64.75
31	TO	32	R	5.94

ITEM 609.12 VERTICAL CURB − CIRCULAR					
POINT	TO	POINT	SIDE	LENGTH (LF)	RADIUS (FT)
2	TO	3	L	12.96	10
7	TO	8	L	1.39	10
24	TO	25	R	11.34	35
28	TO	29	R	22.77	35
30	TO	31	R	15.71	10

ITEM 609.2381 TERMINAL CURB TYPE−1 8 FT. − CIRCULAR					
POINT	TO	POINT	SIDE	LENGTH (LF)	RADIUS (FT)
4	TO	5	L	8.00	10
6	TO	7	L	8.00	10
25	TO	26	R	8.00	35
27	TO	28	R	8.00	35

ITEM 609.11 FLUSH CURB				
POINT	TO	POINT	SIDE	LENGTH (LF)
10	TO	11	L	5.00

ITEM 609.12 FLUSH CURB − CIRCULAR					
POINT	TO	POINT	SIDE	LENGTH (LF)	RADIUS (FT)
5	TO	6	L	5.00	10
26	TO	27	R	10.00	10

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DESIGNED BY: D. ROMA
DRAWN BY: S.WYMAN
CHECKED BY: J. ADAMS
SCALE: 1" = 20'
DATE: APRIL 29, 2015

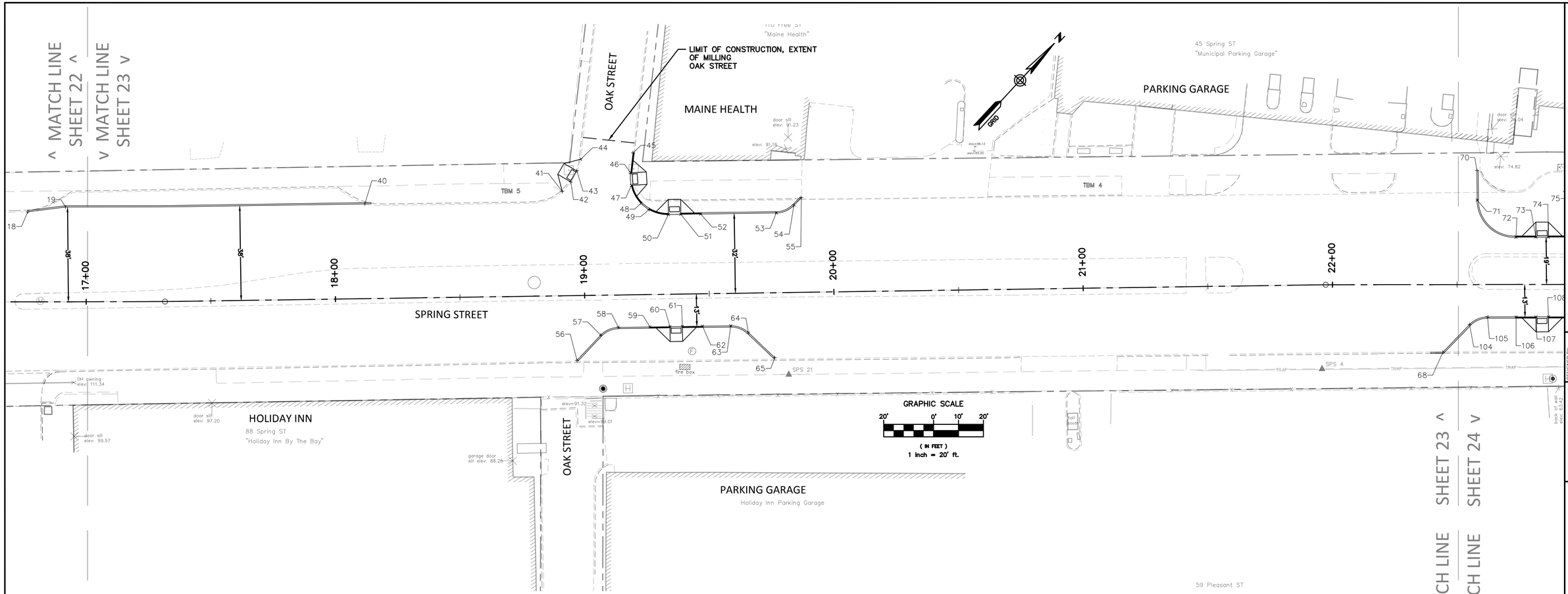
STATE OF MAINE
JOHN QUENTIN ADAMS
No. 10082
REGISTERED PROFESSIONAL ENGINEER
12/29/15

SPRING STREET RECONSTRUCTION PROJECT
CURB LAYOUT PLAN
HIGH STREET TO HOLIDAY INN

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

SHEET # 22 OF 35

PLAN NUMBER
CRB-1



CURB LAYOUT DATA				
POINT #	STATION	OFFSET	NORTHING	EASTING
40	18+12.36	−38.00 L	299110.0073	2927824.9261
41	18+91.61	−41.87 L	299167.4467	2927879.6776
42	18+95.13	−45.62 L	299172.5865	2927879.6402
43	18+97.64	−49.95 L	299177.4492	2927878.4727
44	18+99.24	−54.72 L	299182.0072	2927876.3512
45	19+20.21	−56.91 L	299198.0533	2927890.0339
46	19+19.15	−48.89 L	299191.5057	2927894.7935
47	19+19.36	−43.85 L	299188.0078	2927898.4183
48	19+23.15	−36.67 L	299185.4166	2927906.1119
49	19+26.38	−34.10 L	299185.7766	2927910.2241
50	19+34.03	−32.00 L	299189.5296	2927917.2131
51	19+39.04	−32.00 L	299192.9794	2927920.8391
52	19+47.04	−32.00 L	299198.4937	2927926.6350
53	19+77.35	−32.00 L	299219.3887	2927948.5973
54	19+84.42	−34.93 L	299226.3847	2927951.7013
55	19+87.47	−37.97 L	299230.6905	2927951.8140
56	18+96.53	25.96 R	299121.6930	2927929.9952
57	19+06.23	16.02 R	299135.5788	2927930.1689
58	19+13.39	13.00 R	299142.6986	2927933.2752
59	19+26.03	13.00 R	299151.4158	2927942.4376

CURB LAYOUT DATA				
POINT #	STATION	OFFSET	NORTHING	EASTING
60	19+34.03	13.00 R	299156.9278	2927948.2312
61	19+39.03	13.00 R	299160.3743	2927951.8537
62	19+47.06	13.00 R	299165.9094	2927957.6715
63	19+58.43	13.00 R	299173.7455	2927965.9078
64	19+65.41	15.84 R	299176.4998	2927972.9257
65	19+75.88	26.05 R	299176.3170	2927987.5458
68	22+44.28	27.12 R	299359.8449	2928182.8997

ITEM 609.238 TERMINAL CURB TYPE−1 8 FT.				
POINT	TO	POINT	SIDE	LENGTH (LF)
45	TO	46	L	8.00
51	TO	52	L	8.00
59	TO	60	R	8.00
61	TO	62	R	8.00

ITEM 609.2381 TERMINAL CURB TYPE−1 8 FT. − CIRCULAR					
POINT	TO	POINT	SIDE	LENGTH (LF)	RADIUS (FT)
47	TO	48	L	8.00	15
49	TO	50	L	8.00	15

ITEM 609.11 VERTICAL CURB				
POINT	TO	POINT	SIDE	LENGTH (LF)
19	TO	40	L	120
52	TO	53	L	30.32
54	TO	55	L	4.31
56	TO	57	R	13.89
58	TO	59	R	12.65
62	TO	63	R	11.37
64	TO	65	R	14.62

ITEM 609.11 FLUSH CURB				
POINT	TO	POINT	SIDE	LENGTH (LF)
50	TO	51	L	5.00
60	TO	61	R	5.00

ITEM 609.12 VERTICAL CURB − CIRCULAR					
POINT	TO	POINT	SIDE	LENGTH (LF)	RADIUS (FT)
48	TO	49	L	5.13	15
53	TO	54	L	7.85	10
57	TO	58	R	7.98	10
63	TO	64	R	7.73	10

ITEM 609.12 FLUSH CURB − CIRCULAR					
POINT	TO	POINT	SIDE	LENGTH (LF)	RADIUS (FT)
46	TO	47	L	5.00	15

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CHECKED BY: J. ADAMS
SCALE: 1" = 20'
DATE: APRIL 29, 2015

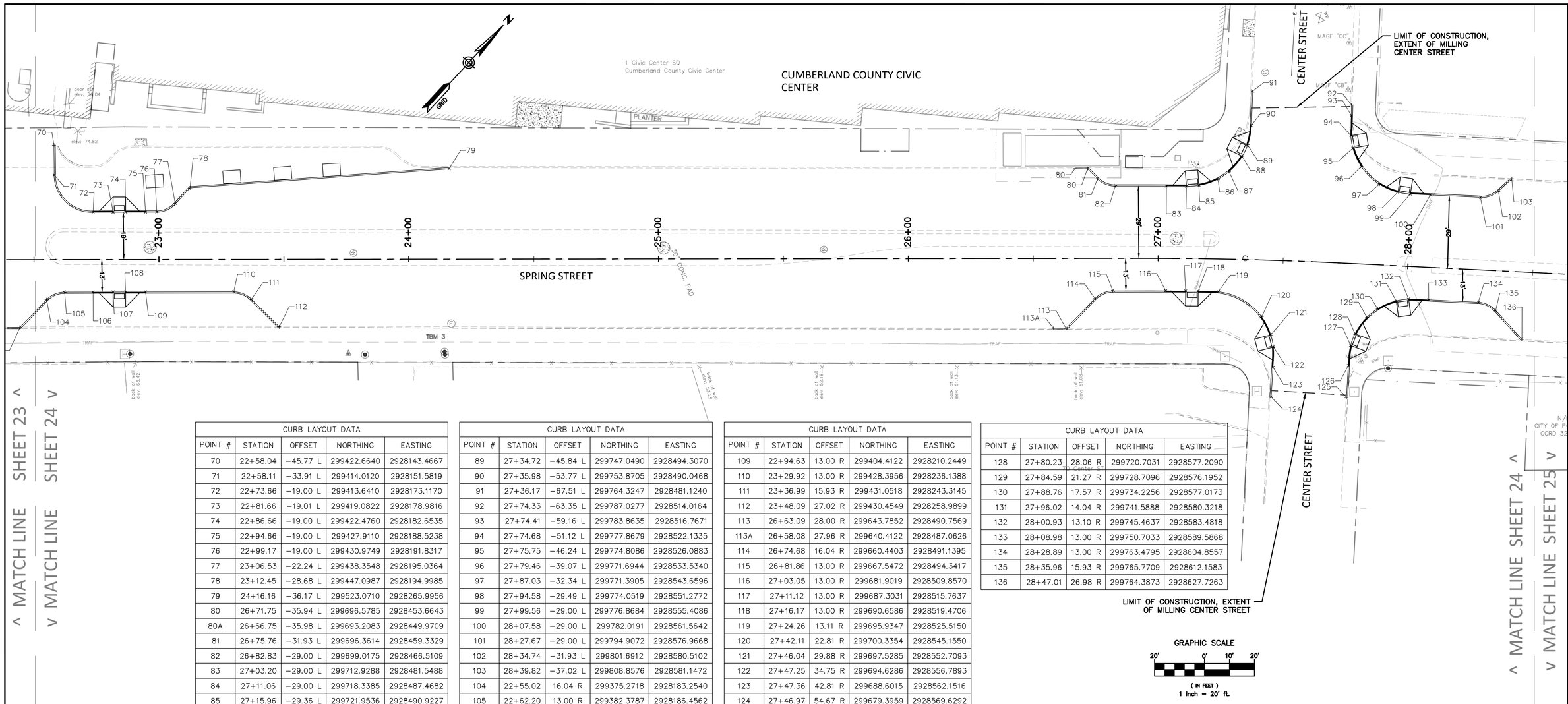
STATE OF MAINE
JOHN QUENTIN ADAMS
No. 9684
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET
RECONSTRUCTION PROJECT
CURB LAYOUT PLAN
OAK STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

SHEET # 23 OF 35

PLAN NUMBER
CRB-2



< MATCH LINE SHEET 23

> MATCH LINE SHEET 24

< MATCH LINE SHEET 24

> MATCH LINE SHEET 25

CURB LAYOUT DATA				
POINT #	STATION	OFFSET	NORTHING	EASTING
70	22+58.04	−45.77 L	299422.6640	2928143.4667
71	22+58.11	−33.91 L	299414.0120	2928151.5819
72	22+73.66	−19.00 L	299413.6410	2928173.1170
73	22+81.66	−19.01 L	299419.0822	2928178.9816
74	22+86.66	−19.00 L	299422.4760	2928182.6535
75	22+94.66	−19.00 L	299427.9110	2928188.5238
76	22+99.17	−19.00 L	299430.9749	2928191.8317
77	23+06.53	−22.24 L	299438.3548	2928195.0364
78	23+12.45	−28.68 L	299447.0987	2928194.9985
79	24+16.16	−36.17 L	299523.0710	2928265.9956
80	26+71.75	−35.94 L	299696.5785	2928453.6643
80A	26+66.75	−35.98 L	299693.2083	2928449.9709
81	26+75.76	−31.93 L	299696.3614	2928459.3329
82	26+82.83	−29.00 L	299699.0175	2928466.5109
83	27+03.20	−29.00 L	299712.9288	2928481.5488
84	27+11.06	−29.00 L	299718.3385	2928487.4682
85	27+15.96	−29.36 L	299721.9536	2928490.9227
86	27+23.42	−32.02 L	299729.0215	2928494.8120
87	27+27.70	−35.06 L	299734.2023	2928496.0485
88	27+32.71	−41.28 L	299742.2677	2928495.7696

CURB LAYOUT DATA				
POINT #	STATION	OFFSET	NORTHING	EASTING
89	27+34.72	−45.84 L	299747.0490	2928494.3070
90	27+35.98	−53.77 L	299753.8705	2928490.0468
91	27+36.17	−67.51 L	299764.3247	2928481.1240
92	27+74.33	−63.35 L	299787.0277	2928514.0164
93	27+74.41	−59.16 L	299783.8635	2928516.7671
94	27+74.68	−51.12 L	299777.8679	2928522.1335
95	27+75.75	−46.24 L	299774.8086	2928526.0883
96	27+79.46	−39.07 L	299771.6944	2928533.5340
97	27+87.03	−32.34 L	299771.3905	2928543.6596
98	27+94.58	−29.49 L	299774.0519	2928551.2772
99	27+99.56	−29.00 L	299776.8684	2928555.4086
100	28+07.58	−29.00 L	299782.0191	2928561.5642
101	28+27.67	−29.00 L	299794.9072	2928576.9668
102	28+34.74	−31.93 L	299801.6912	2928580.5102
103	28+39.82	−37.02 L	299808.8576	2928581.1472
104	22+55.02	16.04 R	299375.2718	2928183.2540
105	22+62.20	13.00 R	299382.3787	2928186.4562
106	22+73.63	13.00 R	299390.1422	2928194.8381
107	22+81.63	13.00 R	299395.5784	2928200.7074
108	22+86.63	13.00 R	299398.9760	2928204.3756

CURB LAYOUT DATA				
POINT #	STATION	OFFSET	NORTHING	EASTING
109	22+94.63	13.00 R	299404.4122	2928210.2449
110	23+29.92	13.00 R	299428.3956	2928236.1388
111	23+36.99	15.93 R	299431.0518	2928243.3145
112	23+48.09	27.02 R	299430.4549	2928258.9899
113	26+63.09	28.00 R	299643.7852	2928490.7569
113A	26+58.08	27.96 R	299640.4122	2928487.0626
114	26+74.68	16.04 R	299660.4403	2928491.1395
115	26+81.86	13.00 R	299667.5472	2928494.3417
116	27+03.05	13.00 R	299681.9019	2928509.8570
117	27+11.12	13.00 R	299687.3031	2928515.7637
118	27+16.17	13.00 R	299690.6586	2928519.4706
119	27+24.26	13.11 R	299695.9347	2928525.5150
120	27+42.11	22.81 R	299700.3354	2928545.1550
121	27+46.04	29.88 R	299697.5285	2928552.7093
122	27+47.25	34.75 R	299694.6286	2928556.7893
123	27+47.36	42.81 R	299688.6015	2928562.1516
124	27+46.97	54.67 R	299679.3959	2928569.6292
125	27+78.05	53.68 R	299699.6552	2928591.9678
126	27+78.15	40.87 R	299709.5482	2928583.8265
127	27+78.71	32.83 R	299716.0752	2928579.1017

CURB LAYOUT DATA				
POINT #	STATION	OFFSET	NORTHING	EASTING
128	27+80.23	28.06 R	299720.7031	2928577.2090
129	27+84.59	21.27 R	299728.7096	2928576.1952
130	27+88.76	17.57 R	299734.2256	2928577.0173
131	27+96.02	14.04 R	299741.5888	2928580.3218
132	28+00.93	13.10 R	299745.4637	2928583.4818
133	28+08.98	13.00 R	299750.7033	2928589.5868
134	28+28.89	13.00 R	299763.4795	2928604.8557
135	28+35.96	15.93 R	299765.7709	2928612.1583
136	28+47.01	26.98 R	299764.3873	2928627.7263

ITEM 609.238 TERMINAL CURB TYPE−1 8 FT.				
POINT	TO	POINT	SIDE	LENGTH (LF)
72	TO	73	L	8.00
74	TO	75	L	8.00
83	TO	84	L	8.00
93	TO	94	L	8.00
99	TO	100	L	8.00
106	TO	107	R	8.00
108	TO	109	R	8.00
116	TO	117	R	8.00
118	TO	119	R	8.00
132	TO	133	R	8.00

ITEM 609.2381 TERMINAL CURB TYPE−1 8 FT. − CIRCULAR					
POINT	TO	POINT	SIDE	LENGTH (LF)	RADIUS (FT)
85	TO	86	L	8.00	25
87	TO	88	L	8.00	25
89	TO	90	L	8.00	25
95	TO	96	L	8.00	25
97	TO	98	L	8.00	25
120	TO	121	R	8.00	25
122	TO	123	R	8.00	25
126	TO	127	R	8.00	25
128	TO	129	R	8.00	25
130	TO	131	R	8.00	25

ITEM 609.11 VERTICAL CURB				
POINT	TO	POINT	SIDE	LENGTH (LF)
68	TO	104	R	15.43
70	TO	71	L	11.86
75	TO	76	L	4.51
77	TO	78	L	8.74
78	TO	79	L	103.98
80A	TO	80	L	5.00
80	TO	81	L	5.67
82	TO	83	L	20.49
90	TO	91	L	14.08
92	TO	93	L	4.19
100	TO	101	L	20.08
102	TO	103	L	7.19
105	TO	106	R	11.42
109	TO	110	R	35.29

ITEM 609.11 VERTICAL CURB				
POINT	TO	POINT	SIDE	LENGTH (LF)
111	TO	112	R	15.69
113A	TO	113	R	5.00
113	TO	114	R	16.66
115	TO	116	R	21.14
123	TO	124	R	11.86
125	TO	126	R	12.81
133	TO	134	R	19.91
135	TO	136	R	15.63

ITEM 609.12 VERTICAL CURB − CIRCULAR					
POINT	TO	POINT	SIDE	LENGTH (LF)	RADIUS (FT)
71	TO	72	L	24.02	15
76	TO	77	L	8.28	10
81	TO	82	L	7.85	10
86	TO	87	L	5.34	25
96	TO	97	L	10.20	25
101	TO	102	L	7.85	10
104	TO	105	R	8.01	10
110	TO	111	R	7.85	10
114	TO	115	R	8.01	10
119	TO	120	R	20.71	25
129	TO	130	R	5.59	25
134	TO	135	R	7.85	10

ITEM 609.11 FLUSH CURB				
POINT	TO	POINT	SIDE	LENGTH (LF)
73	TO	74	L	5.00
84	TO	85	L	5.00
107	TO	108	R	5.00
117	TO	118	R	5.00

ITEM 609.12 FLUSH CURB CIRCULAR					
POINT	TO	POINT	SIDE	LENGTH (LF)	RADIUS (FT)
88	TO	89	L	5.00	25
94	TO	95	L	5.00	25
98	TO	99	L	5.00	25
121	TO	122	R	5.00	25
127	TO	128	R	5.00	25
131	TO	132	R	5.00	25

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REFERENCES:
Civil 3D 2014 Drawing Name:
SpringSt_CurbLayout_2014.dwg

DESIGNED BY:	D. ROMA
DRAWN BY:	S.WYMAN
CHECKED BY:	T. ADAMS
SCALE:	1" = 20'
DATE:	APRIL 29, 2015

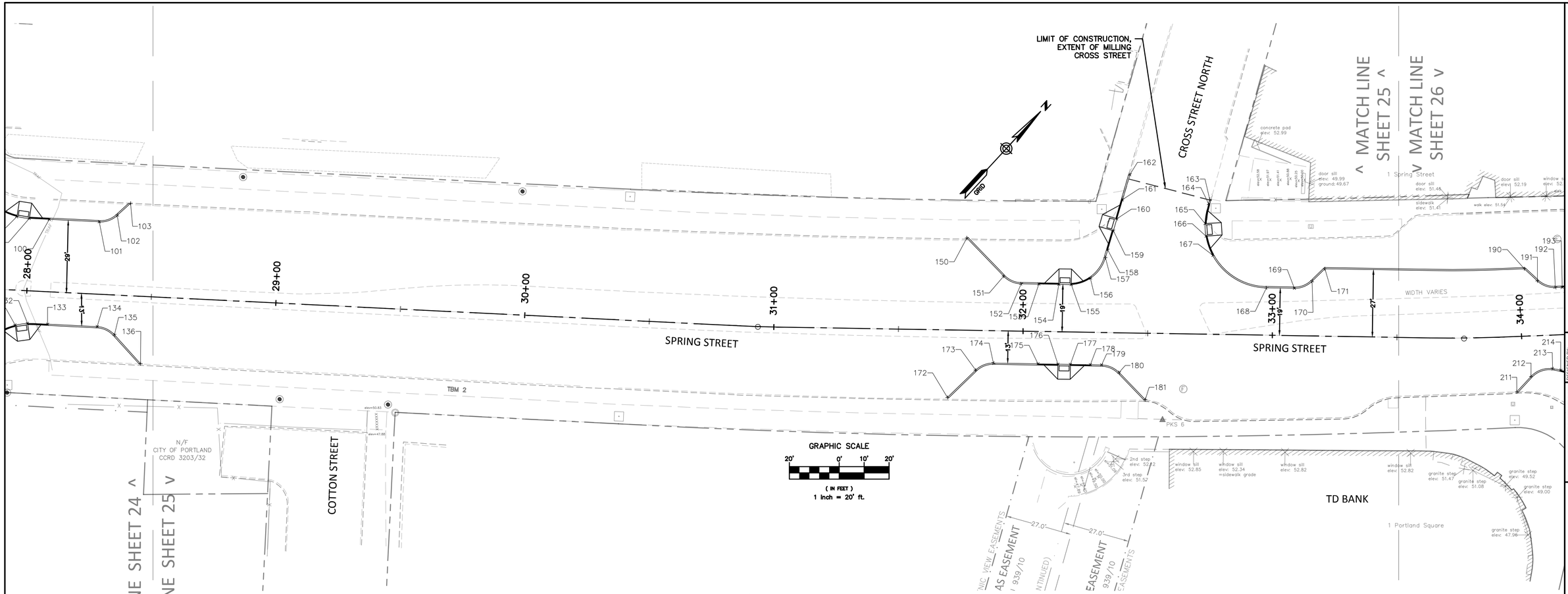
STATE OF MAINE
JOHN QUENTIN ADAMS
No. 10684
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET RECONSTRUCTION PROJECT
CURB LAYOUT PLAN
CIVIC CENTER TO CENTER STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

SHEET # 24 OF 35

PLAN NUMBER
CRB-3



CURB LAYOUT DATA				
POINT #	STATION	OFFSET	NORTHING	EASTING
150	31+76.81	−36.99 L	300026.3528	2928836.9265
151	31+91.87	−21.93 L	300025.1605	2928858.1868
152	31+98.94	−19.00 L	300027.6890	2928865.4108
153	32+06.04	−19.00 L	300032.4175	2928870.7011
154	32+14.04	−19.00 L	300037.7496	2928876.6668
155	32+19.04	−19.03 L	300041.1040	2928880.3746
156	32+26.64	−21.68 L	300048.1441	2928884.2793
157	32+32.54	−29.99 L	300058.2729	2928883.1407
158	32+33.42	−33.15 L	300061.2148	2928881.6884
159	32+35.56	−40.86 L	300068.3882	2928878.1469
160	32+36.90	−45.68 L	300072.8715	2928875.9334
161	32+39.04	−53.38 L	300080.0450	2928872.3919
162	32+41.84	−63.49 L	300089.4510	2928867.7482
163	32+73.98	−54.02 L	300103.8123	2928898.0218
164	32+73.58	−52.26 L	300102.2245	2928898.8931
165	32+72.33	−44.30 L	300095.4579	2928903.2657
166	32+72.77	−39.32 L	300092.0376	2928906.9130
167	32+75.54	−31.74 L	300088.2317	2928914.0319
168	32+97.32	−19.00 L	300093.2527	2928938.7647
169	33+08.52	−19.00 L	300100.7142	2928947.1128

CURB LAYOUT DATA				
POINT #	STATION	OFFSET	NORTHING	EASTING
170	33+15.59	−21.93 L	300107.6102	2928950.4330
171	33+20.66	−27.00 L	300114.7705	2928950.8345
172	31+70.11	27.05 R	299974.1437	2928874.6069
173	31+81.24	15.93 R	299989.8481	2928875.4875
174	31+88.31	13.00 R	299996.7441	2928878.8078
175	32+06.21	13.00 R	300008.6742	2928892.1554
176	32+14.21	13.00 R	300014.0054	2928898.1201
177	32+19.21	13.00 R	300017.3375	2928901.8481
178	32+27.21	13.00 R	300022.6687	2928907.8128
179	32+31.72	13.00 R	300025.6773	2928911.1788
180	32+38.80	15.93 R	300028.2057	2928918.4028
181	32+49.49	26.62 R	300027.3590	2928933.5014

ITEM 609.238 TERMINAL CURB TYPE−1 8 FT.				
POINT	TO	POINT	SIDE	LENGTH (LF)
153	TO	154	L	8.00
158	TO	159	L	8.00
160	TO	161	L	8.00
175	TO	176	R	8.00
177	TO	178	R	8.00

ITEM 609.2381 TERMINAL CURB TYPE−1 8 FT. − CIRCULAR					
POINT	TO	POINT	SIDE	LENGTH (LF)	RADIUS (FT)
155	TO	156	L	8.00	15
164	TO	165	L	8.00	25
166	TO	167	L	8.00	25

ITEM 609.11 VERTICAL CURB				
POINT	TO	POINT	SIDE	LENGTH (LF)
150	TO	151	L	21.29
152	TO	153	L	7.10
157	TO	158	L	3.28
161	TO	162	L	10.49
163	TO	164	L	1.81
168	TO	169	L	11.20
170	TO	171	L	7.17
171	TO	190	L	80.00
172	TO	173	R	15.73
174	TO	175	R	17.90
178	TO	179	R	4.51
180	TO	181	R	15.12

ITEM 609.11 FLUSH CURB				
POINT	TO	POINT	SIDE	LENGTH (LF)
154	TO	155	L	5.00
159	TO	160	L	5.00
176	TO	177	R	5.00

ITEM 609.12 VERTICAL CURB − CIRCULAR					
POINT	TO	POINT	SIDE	LENGTH (LF)	RADIUS (FT)
151	TO	152	L	7.85	10
156	TO	157	L	10.40	15
167	TO	168	L	26.45	25
169	TO	170	L	7.85	10
173	TO	174	R	7.85	10
179	TO	180	R	7.85	10

ITEM 609.12 FLUSH CURB CIRCULAR					
POINT	TO	POINT	SIDE	LENGTH (LF)	RADIUS (FT)
165	TO	166	L	5.00	25

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www.miloneandmacbroom.com

REFERENCES:
Civil 3D 2014 Drawing Name:
SpringSt_CurbLayout_2014.dwg

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:	DATE:
D. ROMA	S.WYMAN	J. ADAMS	1" = 20'	APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 10058
REGISTERED PROFESSIONAL ENGINEER

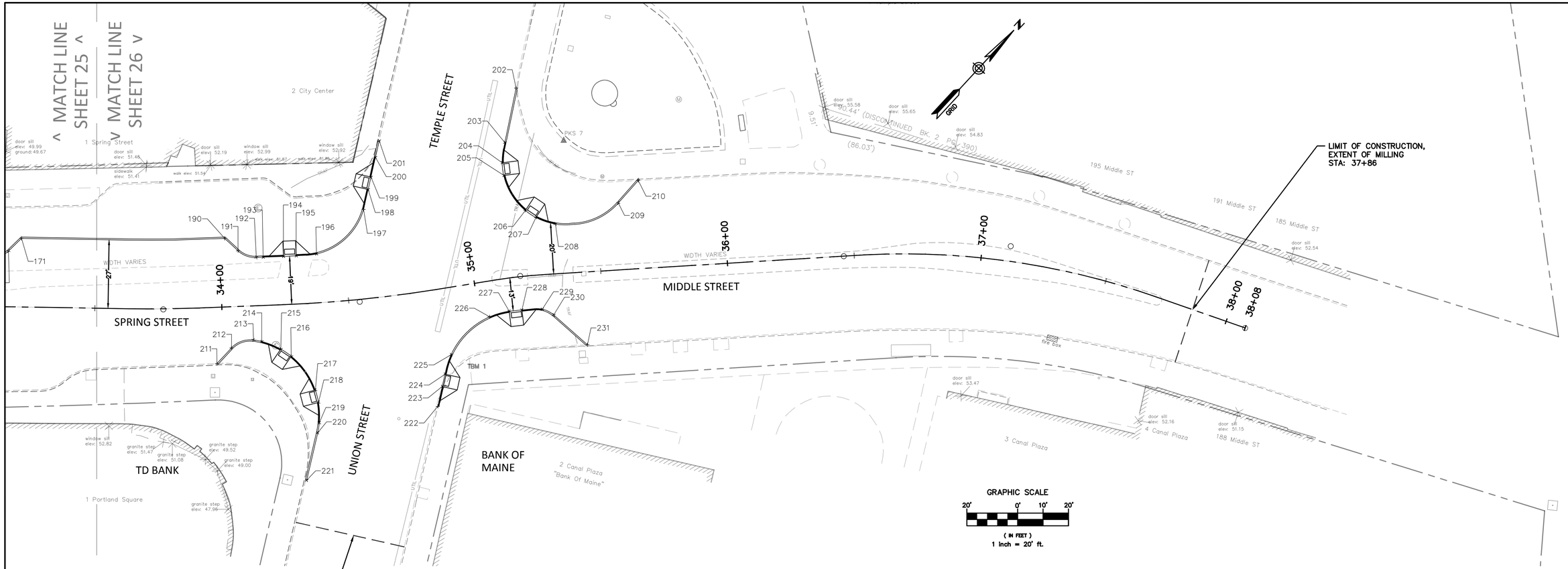
SPRING STREET
RECONSTRUCTION PROJECT
CURB LAYOUT PLAN
CENTER STREET & COTTON STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

RESURGAM CIVITAS PORTLAND MAINE

SHEET # 25 OF 35

PLAN NUMBER
CRB-4



CURB LAYOUT DATA				
POINT #	STATION	OFFSET	NORTHING	EASTING
190	34+02.15	−27.00 L	300169.0674	2929009.5631
191	34+07.22	−21.93 L	300169.0604	2929016.7347
192	34+14.29	−19.00 L	300171.9823	2929023.8087
193	34+17.03	−19.00 L	300173.9178	2929025.7480
194	34+25.07	−19.00 L	300179.5691	2929031.4104
195	34+30.27	−19.00 L	300183.1267	2929034.9238
196	34+38.61	−19.32 L	300189.1322	2929040.2597
197	34+59.77	−35.13 L	300214.5740	2929041.9732
198	34+62.67	−42.69 L	300221.5354	2929038.0047
199	34+64.51	−47.40 L	300225.8674	2929035.5080
200	34+67.52	−54.93 L	300232.7987	2929031.5133
201	34+70.12	−61.20 L	300238.5815	2929028.1804
202	35+23.02	−74.06 L	300290.4076	2929053.6731
203	35+18.07	−53.16 L	300271.6586	2929064.9653
204	35+16.54	−45.33 L	300265.1118	2929069.6647
205	35+16.57	−40.33 L	300261.8893	2929073.4877
206	35+22.59	−25.79 L	300257.5607	2929089.0384
207	35+26.09	−22.69 L	300258.3445	2929093.9766
208	35+33.34	−19.63 L	300261.6333	2929101.3468
209	35+58.56	−26.32 L	300284.4815	2929113.9547

CURB LAYOUT DATA				
POINT #	STATION	OFFSET	NORTHING	EASTING
210	35+66.93	−34.69 L	300296.3091	2929113.6952
211	33+97.24	22.17 R	300130.7978	2929040.8188
212	34+03.19	16.22 R	300139.2116	2929040.8271
213	34+11.95	13.43 R	300147.3728	2929045.0622
214	34+15.17	14.17 R	300149.1248	2929047.8608
215	34+22.55	17.42 R	300152.0371	2929055.3804
216	34+26.49	20.38 R	300152.7905	2929060.3233
217	34+34.79	34.19 R	300149.4119	2929076.3200
218	34+35.70	39.09 R	300146.7240	2929080.5360
219	34+35.53	47.16 R	300141.0197	2929086.2357
220	34+34.74	51.01 R	300137.7237	2929088.4154
221	34+29.96	69.48 R	300121.0195	2929097.9436
222	34+78.62	45.57 R	300177.4311	2929116.0981
223	34+81.30	38.12 R	300184.3577	2929112.0952
224	34+83.02	33.47 R	300188.6868	2929109.5934
225	34+86.51	26.28 R	300195.9485	2929106.1579
226	35+03.82	13.98 R	300217.1665	2929107.1739
227	35+12.04	12.99 R	300224.0410	2929111.3580
228	35+17.39	13.12 R	300227.7934	2929114.6630
229	35+26.00	13.55 R	300233.4855	2929120.3478

CURB LAYOUT DATA				
POINT #	STATION	OFFSET	NORTHING	EASTING
230	35+30.47	16.10 R	300234.8549	2929125.1835
231	35+43.00	28.63 R	300235.2434	2929142.8916

ITEM 609.238 TERMINAL CURB TYPE−1 8 FT.				
POINT	TO	POINT	SIDE	LENGTH (LF)
193	TO	194	L	8.00
197	TO	198	L	8.00
199	TO	200	L	8.00
222	TO	223	R	8.00

ITEM 609.2381 TERMINAL CURB TYPE−1 8 FT. − CIRCULAR					
POINT	TO	POINT	SIDE	LENGTH (LF)	RADIUS (FT)
195	TO	196	L	8.00	25
203	TO	204	L	8.00	25
205	TO	206	L	16.00	25
207	TO	208	L	8.00	25
214	TO	215	R	8.00	30
216	TO	217	R	16.00	30
218	TO	219	R	8.00	30
224	TO	225	R	8.00	30
226	TO	227	R	8.00	30
228	TO	229	R	8.00	10

ITEM 609.11 VERTICAL CURB				
POINT	TO	POINT	SIDE	LENGTH (LF)
190	TO	191	L	7.17
192	TO	193	L	2.74
200	TO	201	L	6.67
202	TO	203	L	21.89
209	TO	210	L	11.83
211	TO	212	R	8.41
220	TO	221	R	19.23
230	TO	231	R	17.71

ITEM 609.12 VERTICAL CURB − CIRCULAR					
POINT	TO	POINT	SIDE	LENGTH (LF)	RADIUS (FT)
191	TO	192	L	7.85	10
196	TO	197	L	26.72	25
208	TO	209	L	27.27	25
212	TO	213	R	9.55	10
213	TO	214	R	3.30	30
219	TO	220	R	3.95	30
225	TO	226	R	21.71	30
229	TO	230	R	5.08	10

ITEM 609.11 FLUSH CURB				
POINT	TO	POINT	SIDE	LENGTH (LF)
194	TO	195	L	5.00
198	TO	199	L	5.00
223	TO	224	R	5.00
227	TO	228	R	5.00

ITEM 609.12 FLUSH CURB CIRCULAR					
POINT	TO	POINT	SIDE	LENGTH (LF)	RADIUS (FT)
204	TO	205	L	5.00	25
206	TO	207	L	5.00	25
215	TO	216	R	5.00	30
217	TO	218	R	5.00	30

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www.miloneandmacbroom.com

REFERENCES:
Civil 3D 2014 Drawing Name:
SpringSt_CurbLayout_2014.dwg

DESIGNED BY: D. ROMA
DRAWN BY: S.WYMAN
CHECKED BY: J. ADAMS
SCALE: 1" = 20'
DATE: APRIL 29, 2015

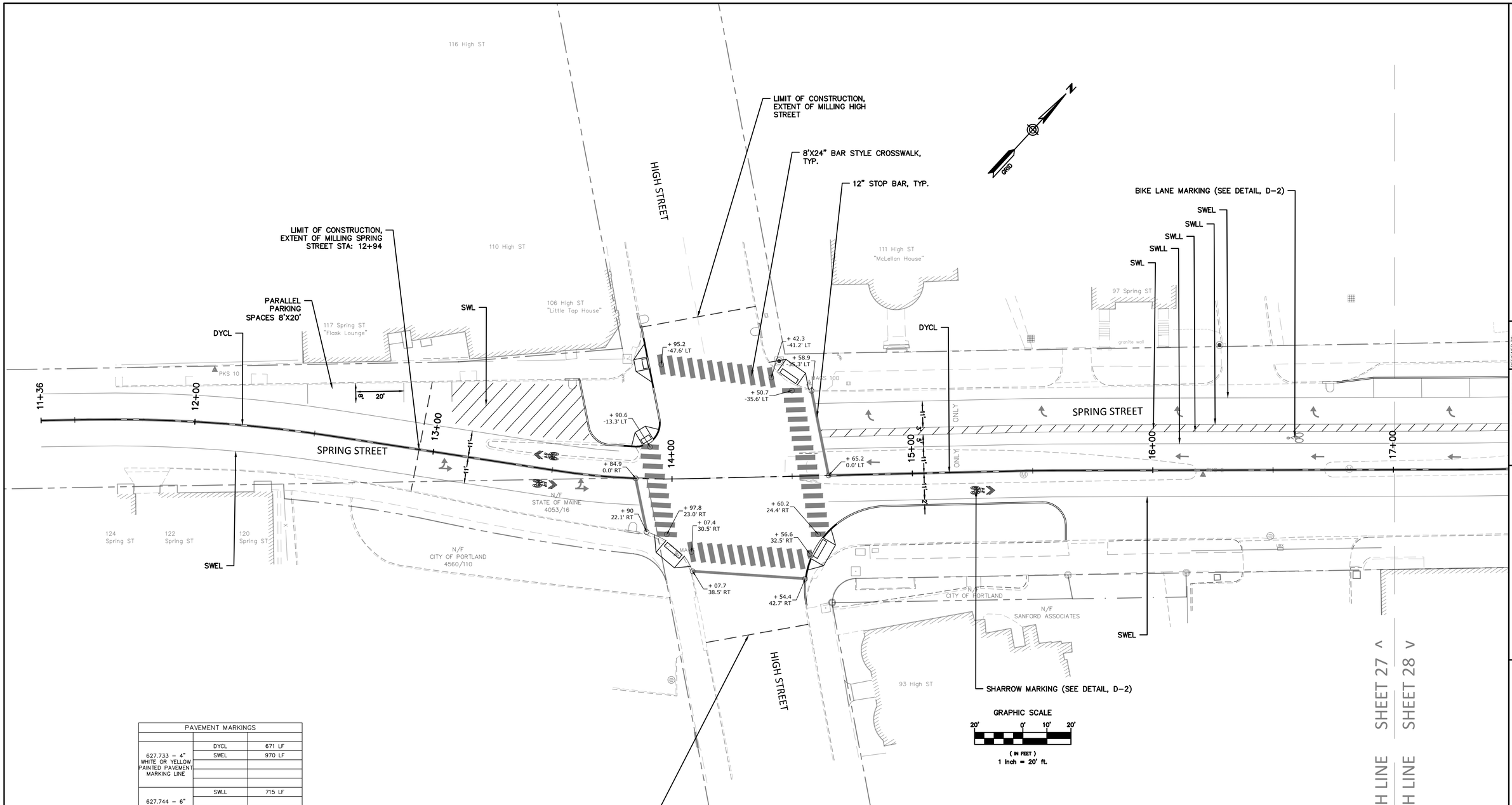
STATE OF MAINE
JOHN QUENTIN ADAMS
No. 10058
REGISTERED PROFESSIONAL ENGINEER
6/29/15

SPRING STREET
RECONSTRUCTION PROJECT
CURB LAYOUT PLAN
TEMPLE STREET & UNION STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

SHEET # 26 OF 35

PLAN NUMBER
CRB-5



PAVEMENT MARKINGS		
627.733 – 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	DYCL	671 LF
	SWEL	970 LF
	SWLL	715 LF
627.744 – 6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE		
627.75 – WHITE OR YELLOW PAVEMENT & CURB MARKING	CROSS–WALK	816 SF
	ONLY	44 SF
	THROUGH ARROW	39 SF
	TURN ARROW	88 SF
	BIKE LANE	15 SF
	SHARROW	45 SF
	STOP BAR	105 SF
	SYL / SWL	430 LF

NOTE:

DYCL - DOUBLE YELLOW CENTER LINE - 4" SOLID PAINTED YELLOW
SWEL - SINGLE WHITE EDGE LINE - 4" SOLID PAINTED WHITE
SWLL - SINGLE WHITE LANE LINE - 6" SOLID PAINTED WHITE
DWLL - DASHED WHITE LANE LINE - 6" SOLID PAINTED WHITE, 2' LINE WITH 4' SPACING
SYL - SINGLE YELLOW LINE - 12" SOLID PAINTED YELLOW WITH 6' SPACING
SWL - SINGLE WHITE LINE - 12" SOLID PAINTED WHITE WITH 6' SPACING

SHARROW MARKING AND BIKE LANE MARKING SPACING 250'

SIGNAGE NOTE: POST MOUNTED SIGNS INCLUDING; MID-BLOCK CROSSWALK SIGNS (MUTCD W-11 AND W16-7P), STOP SIGNS (MUTCD R1-1), CITY BIKE LANE AND SHARROW SIGNS, ONE-WAY SIGNS (MUTCD R6-1), DO NOT ENTER SIGNS (MUTCD R5-1) AND PARKING REGULATION SIGNING TO BE INSTALLED BY OTHERS (CITY FORCES).

SIGN REMOVAL NOTE: CITY FORCES TO REMOVE CONFLICTING POST MOUNTED SIGNS AND RELOCATE EXISTING POST MOUNTED SIGNS AS NECESSARY. CONTRACTOR RESPONSIBLE FOR REMOVING SIGNS AT SIGNALIZED INTERSECTIONS ON EXISTING MAST ARMS AND PEDESTAL POLES ONLY.

^ MATCH LINE SHEET 27 ^
v MATCH LINE SHEET 28 v

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(207) 541-9544 Fax (207) 541-9548
www.miloneandmacbroom.com

REFERENCES:
Civil 3D 2014 Drawing Name:
SpringSt_RoadwayPlan_2014.dwg

DESIGNED BY: D. ROMA
DRAWN BY: S.WYMAN
CHECKED BY: J. ADAMS
SCALE: 1" = 20'
DATE: APRIL 29, 2015

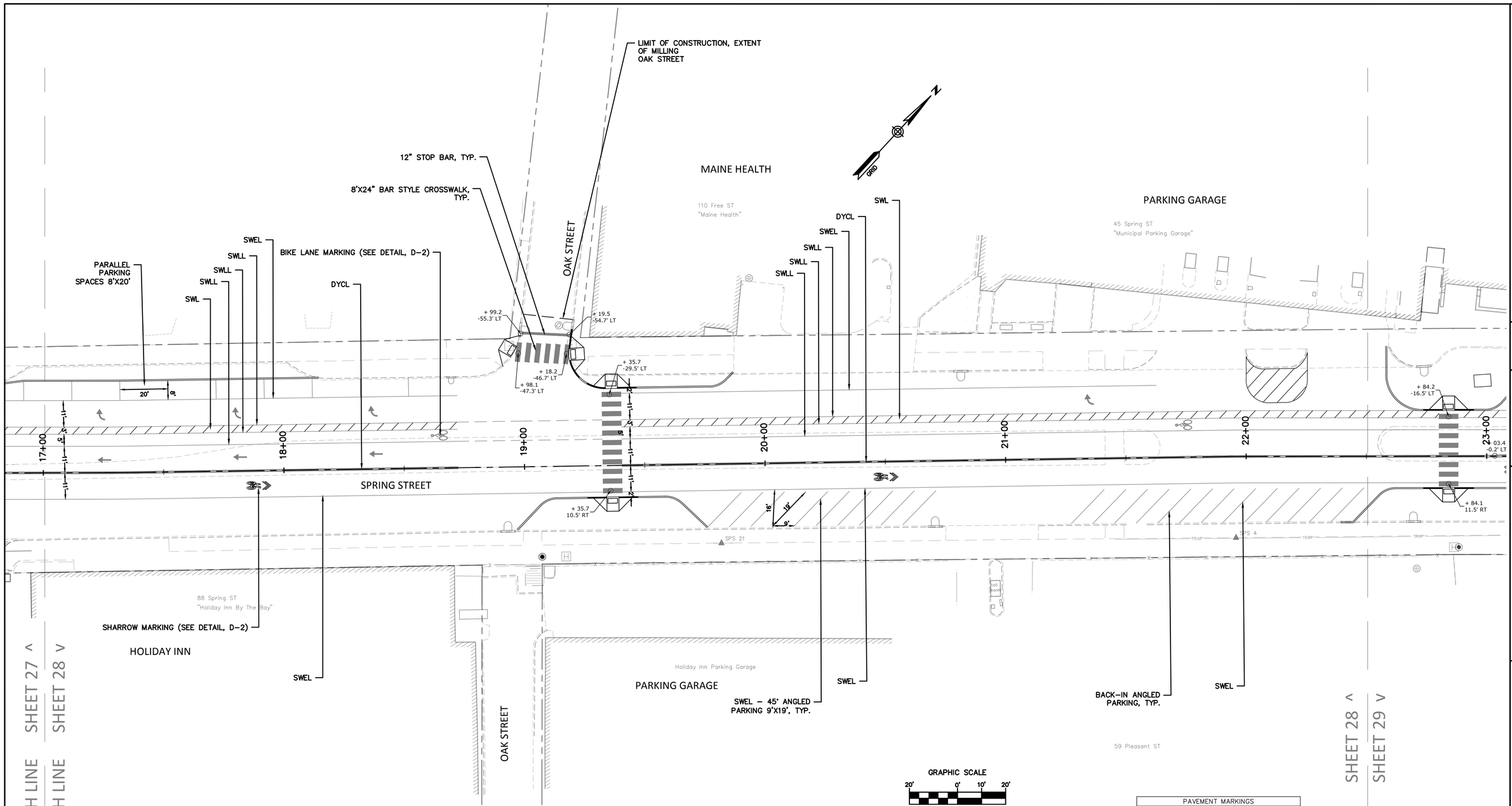
STATE OF MAINE
JOHN QUENTIN ADAMS
No. 10082
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET RECONSTRUCTION PROJECT
PAVEMENT MARKING PLAN
HIGH STREET TO HOLIDAY INN

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

SHEET # 27 OF 35

PLAN NUMBER
PM-1



GRAPHIC SCALE

20' 0' 10' 20'

(IN FEET)

1 inch = 20' ft.

NOTE:

DYCL - DOUBLE YELLOW CENTER LINE - 4" SOLID PAINTED YELLOW
SWEL - SINGLE WHITE EDGE LINE - 4" SOLID PAINTED WHITE
SWLL - SINGLE WHITE LANE LINE - 6" SOLID PAINTED WHITE
DWLL - DASHED WHITE LANE LINE - 6" SOLID PAINTED WHITE, 2' LINE WITH 4' SPACING
SYL - SINGLE YELLOW LINE - 12" SOLID PAINTED YELLOW WITH 6' SPACING
SWL - SINGLE WHITE LINE - 12" SOLID PAINTED WHITE WITH 6' SPACING

SHARROW MARKING AND BIKE LANE MARKING SPACING 250'

SIGNAGE NOTE: POST MOUNTED SIGNS INCLUDING; MID-BLOCK CROSSWALK SIGNS (MUTCD W-11 AND W16-7P), STOP SIGNS (MUTCD R1-1), CITY BIKE LANE AND SHARROW SIGNS, ONE-WAY SIGNS (MUTCD R6-1), DO NOT ENTER SIGNS (MUTCD R5-1) AND PARKING REGULATION SIGNING TO BE INSTALLED BY OTHERS (CITY FORCES).

SIGN REMOVAL NOTE: CITY FORCES TO REMOVE CONFLICTING POST MOUNTED SIGNS AND RELOCATE EXISTING POST MOUNTED SIGNS AS NECESSARY. CONTRACTOR RESPONSIBLE FOR REMOVING SIGNS AT SIGNALIZED INTERSECTIONS ON EXISTING MAST ARMS AND PEDESTAL POLES ONLY.

PAVEMENT MARKINGS		
627.733 – 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	DYCL	965 LF
	SWEL	1374 LF
627.744 – 6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	SWLL	1445 LF
	DWLL	120 LF
627.75 – WHITE OR YELLOW PAVEMENT & CURB MARKING	CROSS-WALK	272 SF
	THROUGH ARROW	39 SF
	TURN ARROW	88 SF
	BIKE LANE	30 SF
	SHARROW	30 SF
	STOP BAR	20 SF
	SYL / SWL	425 SF

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REFERENCES:
Civil 3D 2014 Drawing Name:
SpringSt_RoadwayPlan_2014.dwg

DESIGNED BY: D. ROMA
DRAWN BY: S.WYMAN
CHECKED BY: J. ADAMS
SCALE: 1" = 20'
DATE: APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 9692
REGISTERED PROFESSIONAL ENGINEER

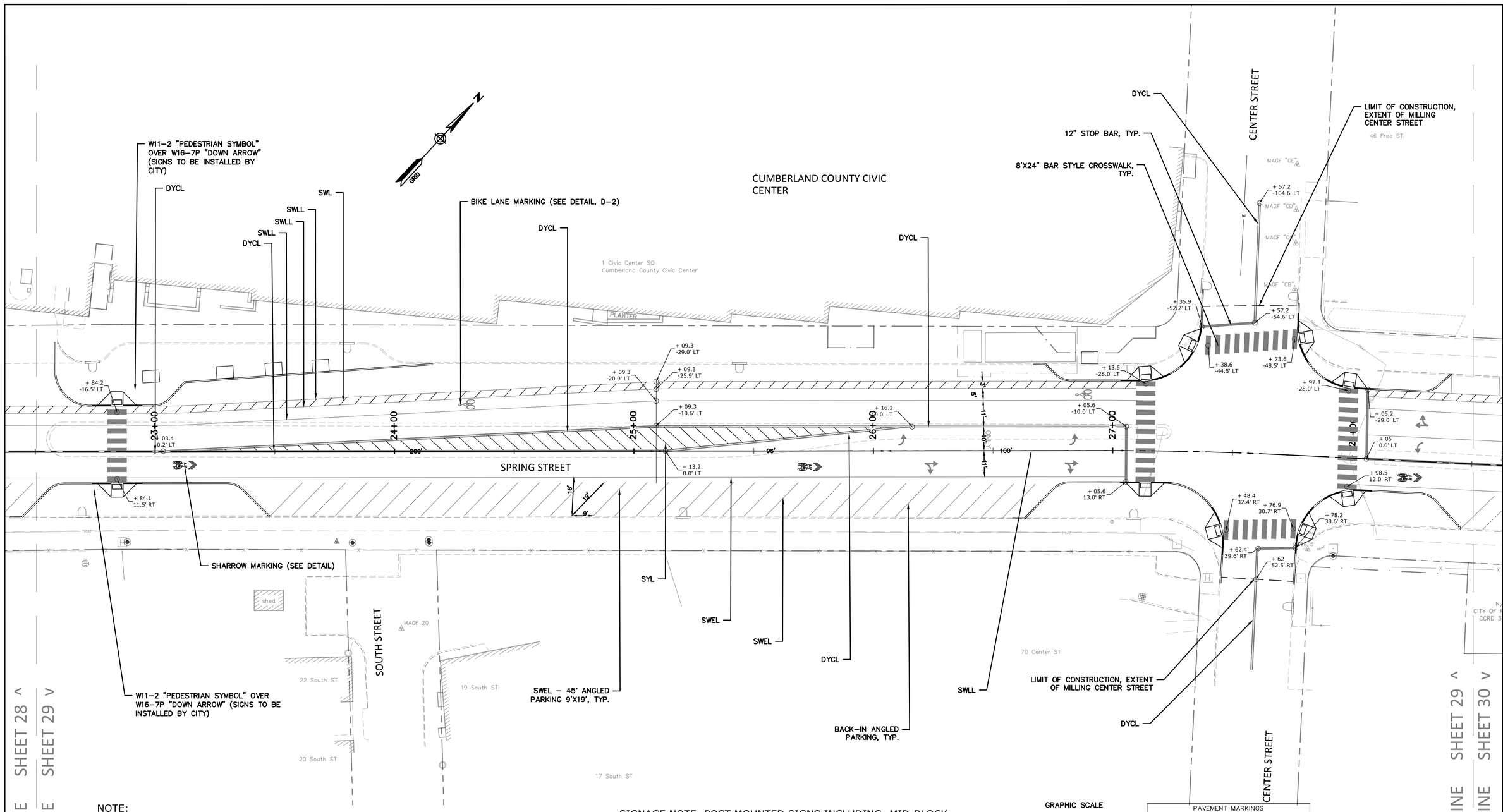
SPRING STREET
RECONSTRUCTION PROJECT
PAVEMENT MARKING PLAN
OAK STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

SIGILLO RESURGAM CIVITATI PORTLANDIA MAINE

SHEET # 28 OF 35

PLAN NUMBER
PM-2



< MATCH LINE SHEET 28 <
> MATCH LINE SHEET 29 >

NOTE:

DYCL - DOUBLE YELLOW CENTER LINE - 4" SOLID PAINTED YELLOW
SWEL - SINGLE WHITE EDGE LINE - 4" SOLID PAINTED WHITE
SWLL - SINGLE WHITE LANE LINE - 6" SOLID PAINTED WHITE
DWLL - DASHED WHITE LANE LINE - 6" SOLID PAINTED WHITE, 2' LINE WITH 4' SPACING
SYL - SINGLE YELLOW LINE - 12" SOLID PAINTED YELLOW WITH 6' SPACING
SWL - SINGLE WHITE LINE - 12" SOLID PAINTED WHITE WITH 6' SPACING

SHARROW MARKING AND BIKE LANE MARKING SPACING 250'

SIGNAGE NOTE: POST MOUNTED SIGNS INCLUDING; MID-BLOCK CROSSWALK SIGNS (MUTCD W-11 AND W16-7P), STOP SIGNS (MUTCD R1-1), CITY BIKE LANE AND SHARROW SIGNS, ONE-WAY SIGNS (MUTCD R6-1), DO NOT ENTER SIGNS (MUTCD R5-1) AND PARKING REGULATION SIGNING TO BE INSTALLED BY OTHERS (CITY FORCES).

SIGN REMOVAL NOTE: CITY FORCES TO REMOVE CONFLICTING POST MOUNTED SIGNS AND RELOCATE EXISTING POST MOUNTED SIGNS AS NECESSARY. CONTRACTOR RESPONSIBLE FOR REMOVING SIGNS AT SIGNALIZED INTERSECTIONS ON EXISTING MAST ARMS AND PEDESTAL POLES ONLY.

GRAPHIC SCALE
20' 0' 10' 20'
(IN FEET)
1 inch = 20' ft.

PAVEMENT MARKINGS		
627.733 – 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	DYCL	1638 LF
	SWEL	1160 LF
627.744 – 6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	SWLL	1637 LF
627.75 – WHITE OR YELLOW PAVEMENT & CURB MARKING	CROSS-WALK	768 SF
	ONLY	22 SF
	THROUGH & TURN ARROW	87 SF
	TURN ARROW	66 SF
	BIKE LANE	30 SF
	SHARROW	45 SF
	STOP BAR	89 SF
	SYL / SWL	655 SF

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REFERENCES:
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DESIGNED BY: D. ROMA
DRAWN BY: S.WYMAN
CHECKED BY: J. ADAMS
SCALE: 1" = 20'
DATE: APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 10082
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET
RECONSTRUCTION PROJECT
PAVEMENT MARKING PLAN
CIVIC CENTER TO CENTER STREET

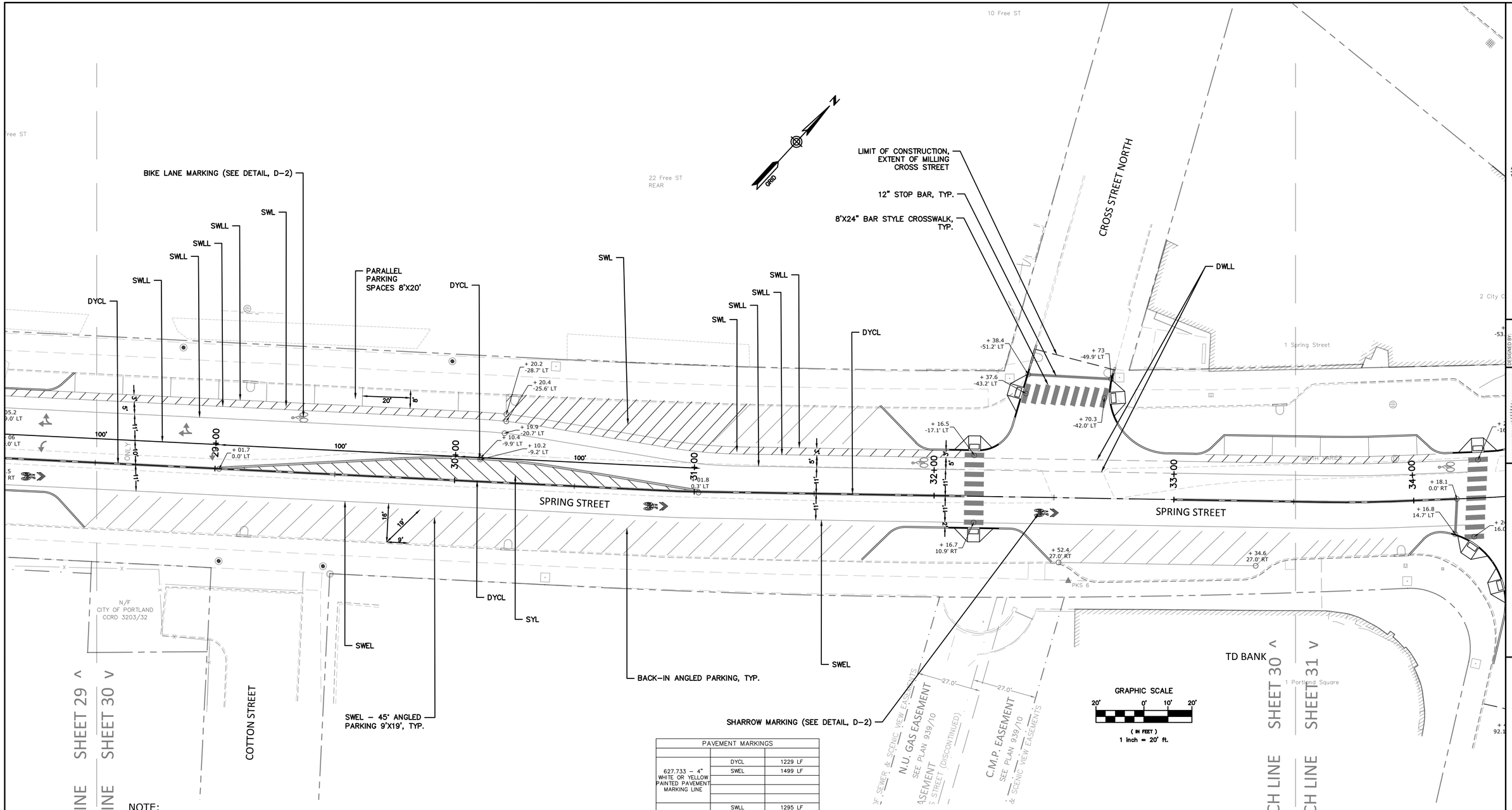
CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

CITY OF PORTLAND MAINE
OTTO RESURGAM

SHEET # 29 OF 35

PLAN NUMBER
PM-3

< MATCH LINE SHEET 29 <
> MATCH LINE SHEET 30 >



NOTE:

DYCL - DOUBLE YELLOW CENTER LINE - 4" SOLID PAINTED YELLOW
SWEL - SINGLE WHITE EDGE LINE - 4" SOLID PAINTED WHITE
SWLL - SINGLE WHITE LANE LINE - 6" SOLID PAINTED WHITE
DWLL - DASHED WHITE LANE LINE - 6" SOLID PAINTED WHITE, 2' LINE WITH 4' SPACING
SYL - SINGLE YELLOW LINE - 12" SOLID PAINTED YELLOW WITH 6' SPACING
SWL - SINGLE WHITE LINE - 12" SOLID PAINTED WHITE WITH 6' SPACING

SHARROW MARKING AND BIKE LANE MARKING SPACING 250'

PAVEMENT MARKINGS		
627.733 – 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	DYCL	1229 LF
	SWEL	1499 LF
627.744 – 6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	SWLL	1295 LF
	DWLL	160 LF
627.75 – WHITE OR YELLOW PAVEMENT & CURB MARKING	CROSS-WALK	272 SF
	ONLY	22 SF
	THROUGH & TURN ARROW	29 SF
	TURN ARROW	22 SF
	BIKE LANE	30 SF
	SHARROW	30 SF
	STOP BAR	35 SF
	SYL / SWL	814 SF

SIGNAGE NOTE: POST MOUNTED SIGNS INCLUDING; MID-BLOCK CROSSWALK SIGNS (MUTCD W-11 AND W16-7P), STOP SIGNS (MUTCD R1-1), CITY BIKE LANE AND SHARROW SIGNS, ONE-WAY SIGNS (MUTCD R6-1), DO NOT ENTER SIGNS (MUTCD R5-1) AND PARKING REGULATION SIGNING TO BE INSTALLED BY OTHERS (CITY FORCES).

SIGN REMOVAL NOTE: CITY FORCES TO REMOVE CONFLICTING POST MOUNTED SIGNS AND RELOCATE EXISTING POST MOUNTED SIGNS AS NECESSARY. CONTRACTOR RESPONSIBLE FOR REMOVING SIGNS AT SIGNALIZED INTERSECTIONS ON EXISTING MAST ARMS AND PEDESTAL POLES ONLY.

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DESIGNED BY: D. ROMA
DRAWN BY: S.WYMAN
CHECKED BY: J. ADAMS
SCALE: 1" = 20'
DATE: APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 10082
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET RECONSTRUCTION PROJECT
PAVEMENT MARKING PLAN

CENTER STREET & COTTON STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

DYLLO RESURGAM
CITY OF PORTLAND, MAINE

SHEET # 30 OF 35

PLAN NUMBER
PM-4

LIMIT OF CONSTRUCTION, EXTENT OF MILLING EXISTING FLUSH GRANITE CURB AT CROSSWALKS

LIMIT OF CONSTRUCTION, EXTENT OF MILLING

FREE STREET

TEMPLE STREET

MIDDLE STREET

SPRING STREET

UNION STREET

+ 34.8
-207.2' RT

+ 14.8
-145.6' RT

+ 66.7
-53.0' RT

+ 93.5
-51.9' RT

+ 65
-45.0' RT

+ 27.6
-16.0' RT

+ 18.1
0.0' RT

+ 16.8
14.7' LT

+ 24.7
16.0' LT

+ 34.6
27.0' RT

+ 37.1
36.5' LT

+ 57.8
43.7' LT

+ 80.7
35.8' LT

+ 79.3
43.7' LT

+ 43.9
92.1' LT

+ 15.6
-42.1' RT

+ 22.3
-24.6' RT

+ 31.3
-20.2' RT

+ 26.8
0.0' RT

+ 15.2
11.4' LT

DYCL
SWLL
12" STOP BAR, TYP.
8'X24" BAR STYLE CROSSWALK, TYP.
BIKE LANE MARKING (SEE DETAIL, D-2)
SWLL
SWLL
SWL
DYCL
SWLL
SWLL
SWLL
SWEL
MOTORCYCLE PARKING
SHARROW MARKING (SEE DETAIL, D-2)
MOTORCYCLE PARKING
SWEL – 45° ANGLED PARKING 5.5'X10', TYP.
DYCL
SWEL
PARALLEL PARKING SPACES 8'X20'
SWLL
DYCL
LIMIT OF CONSTRUCTION, EXTENT OF MILLING UNION STREET
LIMIT OF CONSTRUCTION, EXTENT OF MILLING STA: 37+86

PAVEMENT MARKINGS		
627.733 – 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	DYCL	1174 LF
	SWEL	472 LF
627.744 – 6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	SWLL	970 LF
627.75 – WHITE OR YELLOW PAVEMENT & CURB MARKING	CROSS-WALK	832 SF
	ONLY	44 SF
	THROUGH & TURN ARROW	87 SF
	TURN ARROW	66 SF
	BIKE LANE	30 SF
	SHARROW	15 SF
	STOP BAR	82 SF
	SYL / SWL	172 SF

SIGNAGE NOTE: POST MOUNTED SIGNS INCLUDING; MID-BLOCK CROSSWALK SIGNS (MUTCD W-11 AND W16-7P), STOP SIGNS (MUTCD R1-1), CITY BIKE LANE AND SHARROW SIGNS, ONE-WAY SIGNS (MUTCD R6-1), DO NOT ENTER SIGNS (MUTCD R5-1) AND PARKING REGULATION SIGNING TO BE INSTALLED BY OTHERS (CITY FORCES).

SIGN REMOVAL NOTE: CITY FORCES TO REMOVE CONFLICTING POST MOUNTED SIGNS AND RELOCATE EXISTING POST MOUNTED SIGNS AS NECESSARY. CONTRACTOR RESPONSIBLE FOR REMOVING SIGNS AT SIGNALIZED INTERSECTIONS ON EXISTING MAST ARMS AND PEDESTAL POLES ONLY.

"Nickelodeon Cinemas"
1 Temple Street

2 City Center
1 Spring Street
1 Portland Square
TD BANK
BANK OF MAINE
2 Canal Plaza "Bank Of Maine"
3 Canal Plaza
4 Canal Plaza
188 Middle ST
195 Middle ST
191 Middle ST
185 Middle ST

90.44' (DISCONTINUED BK. 2, PG. 390)
(86.03')
9.5'

GRAPHIC SCALE
20' 0' 10' 20'
(IN FEET)
1 inch = 20' ft.

< MATCH LINE SHEET 30
> MATCH LINE SHEET 31

NOTE:

DYCL - DOUBLE YELLOW CENTER LINE - 4" SOLID PAINTED YELLOW
SWEL - SINGLE WHITE EDGE LINE - 4" SOLID PAINTED WHITE
SWLL - SINGLE WHITE LANE LINE - 6" SOLID PAINTED WHITE
DWLL - DASHED WHITE LANE LINE - 6" SOLID PAINTED WHITE, 2' LINE WITH 4' SPACING
SYL - SINGLE YELLOW LINE - 12" SOLID PAINTED YELLOW WITH 6' SPACING
SWL - SINGLE WHITE LINE - 12" SOLID PAINTED WHITE WITH 6' SPACING

SHARROW MARKING AND BIKE LANE MARKING SPACING 250'

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DESIGNED BY: D. ROMA
DRAWN BY: S.WYMAN
CHECKED BY: J. ADAMS
SCALE: 1" = 20'
DATE: APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 9684
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET
RECONSTRUCTION PROJECT
PAVEMENT MARKING PLAN
TEMPLE STREET & UNION STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

DALLO RESURGAM CITY OF PORTLAND, MAINE

SHEET # 31 OF 35

PLAN NUMBER
PM-5

PROPOSED SIGN LEGEND

ALL SIGNS SUPPLIED BY CITY TRAFFIC DIVISION. SEE ITEM 645.271 NOTES UNDER SPRING ST. AT HIGH ST. ON SHEET 35

① ONLY — R3-5R 30"X24" — QTY: 1

② ONLY — R3-5A 30"X24" — QTY: 1

③ LEFT TURN YIELD ON GREEN — R10-12 30"X24" — QTY: 1

④ ONLY — R3-5L 30"X24" — QTY: 1

⑤ — R3-2 24"X24" — QTY: 1

⑥ — R3- 24"X24" — QTY: 1

EXISTING SIGN LEGEND

⑧ ONLY ONLY

EXISTING LANE-USE SIGN TO REMAIN

QTY: 1

SIGNAL INDICATIONS

10 — QTY: 8 (SUPPLIED BY CITY)

A — 1 (SUPPLIED BY CITY)

B — 2 (RE-USE EXISTING) 3 (SUPPLIED BY CITY)

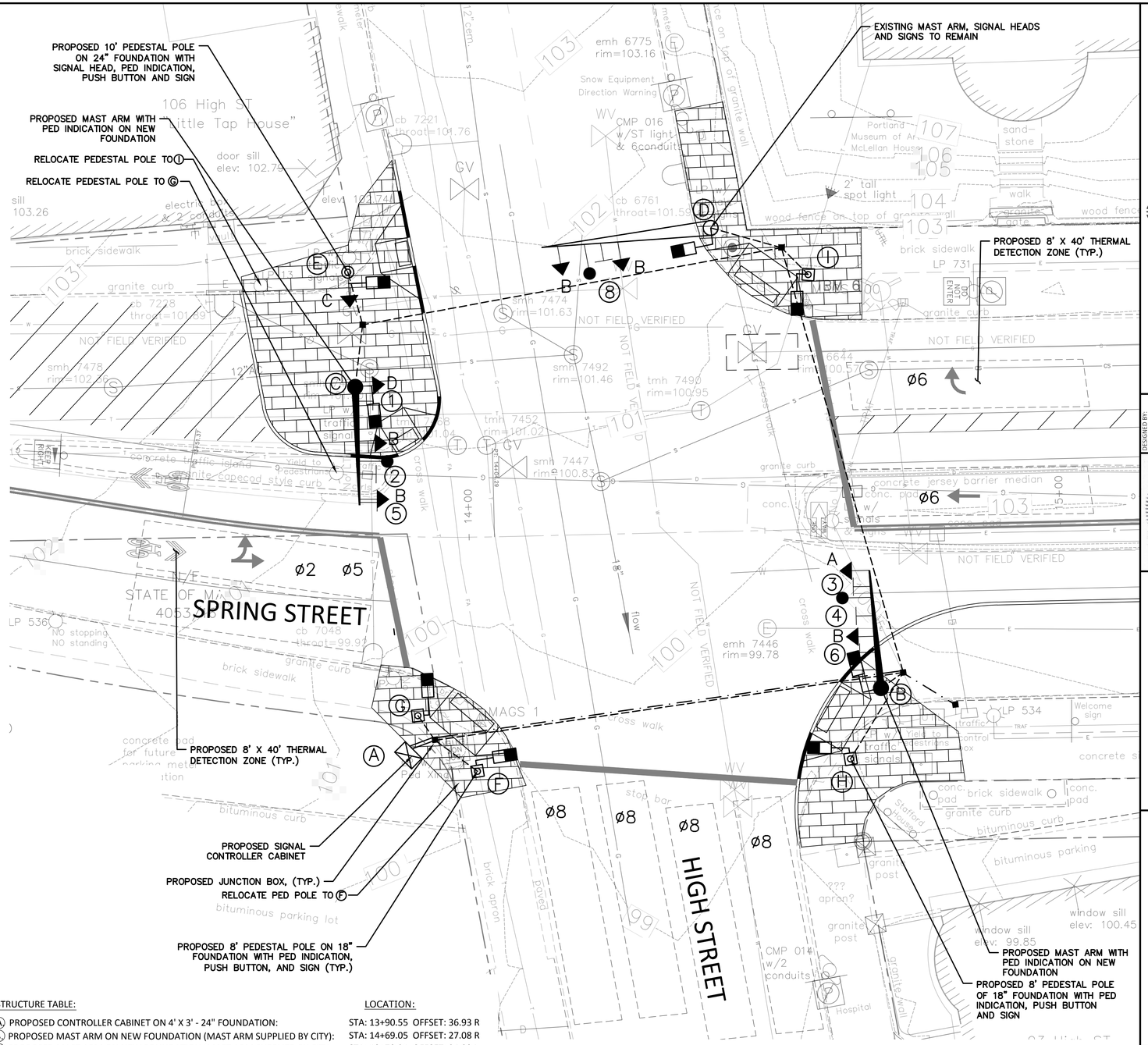
C — 1 (SUPPLIED BY CITY)

D — 1 (SUPPLIED BY CITY)

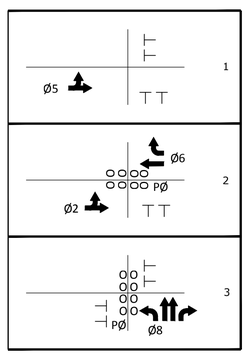
NOTE: ALL INDICATIONS SHALL BE 12 INCH LIGHT EMITTING DIODES WITH 5" BACK PLATES.

LEGEND

- PROPOSED 12" STOP BAR
- CROSSWALK MARKINGS
- THERMAL DETECTION ZONE
- SINGLE WHITE LANE LINE MARKING
- DOUBLE YELLOW CENTER LINE MARKING
- SIGNAL HEAD
- PROPOSED THERMAL DETECTION
- PROPOSED GROUND MOUNTED SIGNAL CONTROLLER
- COUNTDOWN PEDESTRIAN HEAD WITH PUSH BUTTON ASSEMBLY AND SIGN (SUPPLIED BY CITY)
- PROPOSED 12"X12" ELECTRICAL JUNCTION BOX (ME DOT ITEM 626.11)
- PROPOSED 10' ALUMINUM SIGNAL POST AND FOUNDATION (SUPPLIED BY CITY)
- 8' ALUMINUM SIGNAL POST AND FOUNDATION (SEE LABELS)
- PROPOSED STEEL MAST ARM (SUPPLIED BY CITY)
- EXISTING MAST ARM TO REMAIN
- 2" SCHEDULE 80 PVC CONDUIT
- 2" STEEL CONDUIT (FROM POWER SOURCE TO SIGNAL CONTROLLER)
- TRAFFIC SIGN



TYPICAL PHASE SEQUENCE



SIGNAL TIMING

	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MIN GREEN		5			3	5		5
EXTENSION		3			3	3		3
MAX I		20			10	20		30
MAX II*		45			10	55		15
VEH. CLEAR		3			3	3		3
RED CLEAR		2			2	2		2
WALK						5		5
PED CLEAR						15		13
DYNAMIC MAX		30			15	30		45
DYNAMIC STEP		5			5	5		5
RECALL		SOFT				SOFT		
DET. MEMORY		OFF			OFF	OFF		OFF
FLASH		Y				Y		R
DUAL ENTRY		ON				ON		

SIGNAL TIMING NOTES

1. SIGNAL TO OPERATE ON COLORS AT ALL TIMES
2. FLASH MODE IS FOR EMERGENCIES ONLY.
3. TIMES SHOWN ARE FOR FREE OPERATION ONLY.
4. PED PHASE TO TIME THROUGH THE YELLOW CLEARANCE.

* MAX II SPECIAL EVENTS PROGRAMS

1. INITIAL SUGGESTED PROGRAM DURING EXITING TRAFFIC TIMES FOR CIVIC CENTER EVENTS.
2. PROGRAM TO BE ADJUSTED IN FIELD TO OPTIMIZE EXITING TRAFFIC OPERATIONS (BY OTHERS).

STRUCTURE TABLE:

		LOCATION:
(A)	PROPOSED CONTROLLER CABINET ON 4' X 3' - 24" FOUNDATION:	STA: 13+90.55 OFFSET: 36.93 R
(B)	PROPOSED MAST ARM ON NEW FOUNDATION (MAST ARM SUPPLIED BY CITY):	STA: 14+69.05 OFFSET: 27.08 R
(C)	PROPOSED MAST ARM ON NEW FOUNDATION (MAST ARM SUPPLIED BY CITY):	STA: 13+79.21 OFFSET: 24.93 L
(D)	EXISTING MAST ARM TO REMAIN:	STA: 14+42.07 OFFSET: 51.36 L
(E)	PROPOSED 10' PEDESTAL POLE ON 24" FOUNDATION (SUPPLIED BY CITY):	STA: 13+76.39 OFFSET: 44.22 L
(F)	PROPOSED 8' PEDESTAL POLE ON 18" FOUNDATION (SUPPLIED BY CITY):	STA: 14+00.92 OFFSET: 39.57 R
(G)	PROPOSED 8' PEDESTAL POLE ON 18" FOUNDATION (SUPPLIED BY CITY):	STA: 13+91.88 OFFSET: 30.19 R
(H)	PROPOSED 8' PEDESTAL POLE ON NEW 18" FOUNDATION (SUPPLIED BY CITY):	STA: 14+63.62 OFFSET: 38.93 R
(I)	PROPOSED 8' PEDESTAL POLE ON NEW 18" FOUNDATION (SUPPLIED BY CITY):	STA: 14+58.36 OFFSET: 43.10 L

SIGNAL COORDINATION PROGRAMMING:

1. CONTRACTOR TO CONFIRM EXISTING COORDINATION PROGRAMS FOR THIS TRAFFIC SIGNAL.

2. CONTRACTOR TO INSTALL EXISTING COORDINATION PROGRAMS IN PROPOSED SIGNAL CONTROLLER AND CONFIRM OPERATIONS AT SIGNAL TURN-ON.

SEE SHEET 35 OF 35 (TRA-4) FOR NOTES AND FURTHER DETAIL

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REFERENCES:
Civil 3D 2014 Drawing Name:
SpringSt_Traffic_2014.dwg

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:	DATE:
D. ROMA	S.WYMAN	J. ADAMS	1" = 10'	APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 9682
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET RECONSTRUCTION PROJECT TRAFFIC PLAN

HIGH STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

CITY OF PORTLAND, MAINE — DEO RESURGAM

SHEET # 32 OF 35

PLAN NUMBER
TRA-1

SIGN LEGEND

ALL SIGNS SUPPLIED BY CITY TRAFFIC DIVISION
SEE ITEM 645.271 NOTES UNDER SPRING ST. AT CENTER ST. ON SHEET 35

① LEFT TURN YIELD ON GREEN — R10-12 30"X24" — QTY: 2

② ONLY — R3-5L 30"X24" — QTY: 2

10 — QTY: 8 (RE-USE EXISTING)

SIGNAL INDICATIONS

A: R, Y, G — 2 (SUPPLIED BY CITY)

B: R, Y, G — 4 (RE-USE EXISTING) 2 (SUPPLIED BY CITY)

NOTE: ALL INDICATIONS SHALL BE 12 INCH LIGHT EMITTING DIODES WITH 5" BACK PLATES.

SIGNAL TIMING

	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MIN GREEN	5	10		5	5	10		5
EXTENSION	3	3		2	3	3		2
MAX I	15	25		20	10	30		20
MAX II*	20	50		15	15	45		15
VEH. CLEAR	3	3		3	3	3		3
RED CLEAR	2	2		2	2	2		2
WALK		5		5				
PED CLEAR		14		13				
DYNAMIC MAX	20	35		25	15	40		25
DYNAMIC STEP	5	5		5	5	5		5
RECALL		SOFT				SOFT		
DET. MEMORY	OFF	OFF		OFF		OFF		OFF
FLASH	BLANK	Y		R		Y		R
DUAL ENTRY		ON				ON		

SIGNAL TIMING NOTES
1. SIGNAL TO OPERATE ON COLORS AT ALL TIMES
2. FLASH MODE IS FOR EMERGENCIES ONLY.
3. TIMES SHOWN ARE FOR FREE OPERATION ONLY.

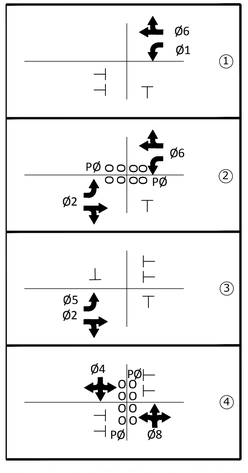
* MAX II SPECIAL EVENTS PROGRAMS

1. INITIAL SUGGESTED PROGRAM DURING EXITING TRAFFIC TIMES FOR CIVIC CENTER EVENTS.
2. PROGRAM TO BE ADJUSTED IN FIELD TO OPTIMIZE EXITING TRAFFIC OPERATIONS (BY OTHERS).

STRUCTURE TABLE: LOCATION:

Ⓐ	RELOCATE 10' PEDESTAL POLE ON NEW 24" FOUNDATION:	STA: 27+28.05	OFFSET: 51.10 L
Ⓑ	RELOCATE 10' PEDESTAL POLE ON NEW 24" FOUNDATION:	STA: 27+84.42	OFFSET: 47.33 L
Ⓒ	RELOCATE 8' PEDESTAL POLE ON NEW 18" FOUNDATION:	STA: 28+01.42	OFFSET: 36.91 L
Ⓓ	RELOCATE EXISTING MAST ARM ON NEW FOUNDATION:	STA: 28+04.66	OFFSET: 19.33 R
Ⓔ	RELOCATE 10' PEDESTAL POLE ON NEW 24" FOUNDATION:	STA: 27+86.77	OFFSET: 35.99 R
Ⓕ	RELOCATE 10' PEDESTAL POLE ON NEW 24" FOUNDATION:	STA: 27+38.00	OFFSET: 30.70 R
Ⓖ	RELOCATE 8' PEDESTAL POLE ON NEW 18" FOUNDATION:	STA: 27+12.56	OFFSET: 20.51 R
Ⓗ	RELOCATE EXISTING MAST ARM ON NEW FOUNDATION:	STA: 27+01.48	OFFSET: 31.73 L

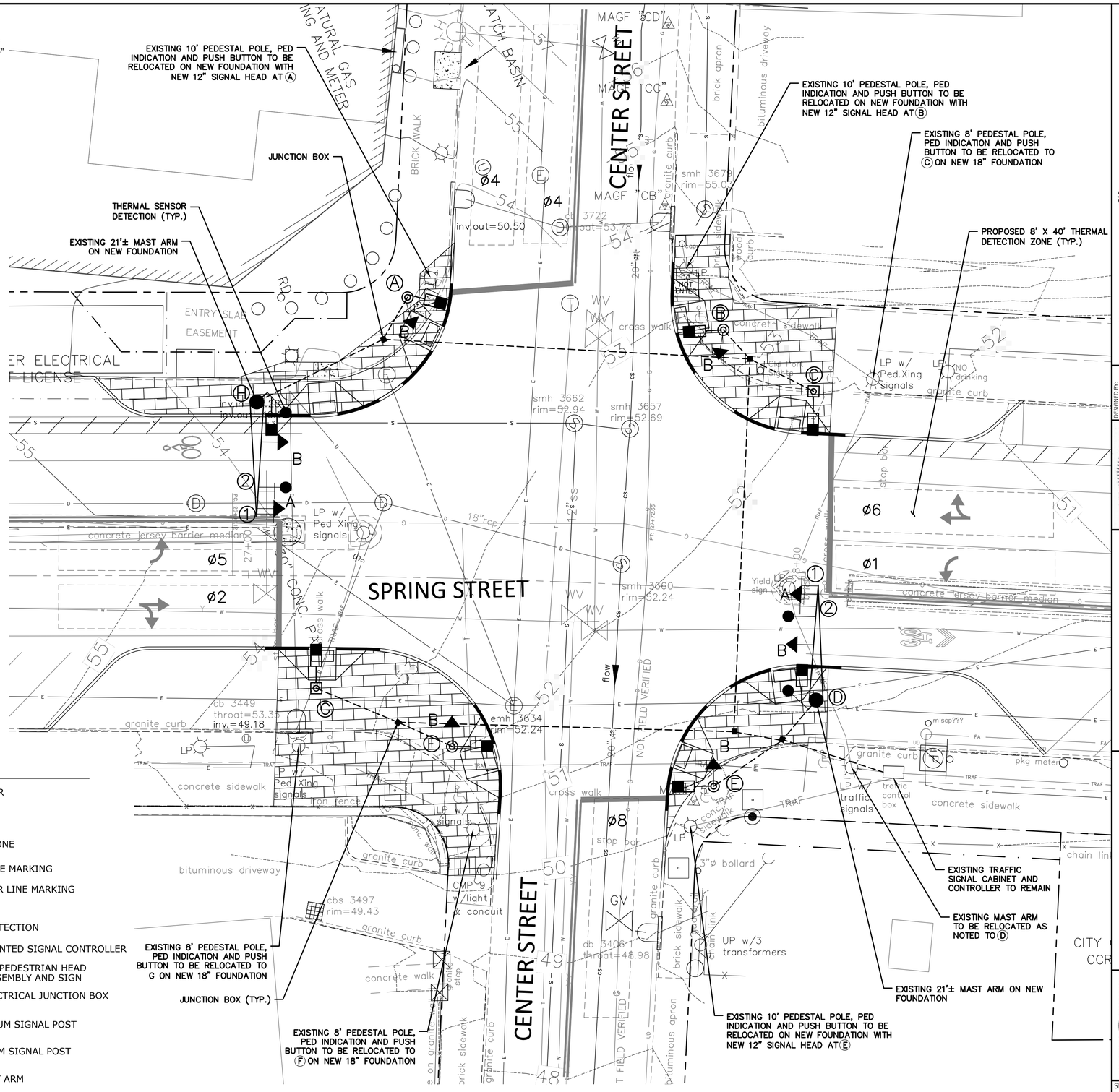
TYPICAL PHASE SEQUENCE



*DUAL RING OPERATION ON SPRING ST.

LEGEND

- PROPOSED 12" STOP BAR
- CROSSWALK MARKINGS
- THERMAL DETECTION ZONE
- SINGLE WHITE LANE LINE MARKING
- DOUBLE YELLOW CENTER LINE MARKING
- SIGNAL HEAD
- PROPOSED THERMAL DETECTION
- EXISTING GROUND MOUNTED SIGNAL CONTROLLER
- EXISTING COUNTDOWN PEDESTRIAN HEAD WITH PUSH BUTTON ASSEMBLY AND SIGN
- PROPOSED 12"X12" ELECTRICAL JUNCTION BOX (ME DOT ITEM 626.11)
- RELOCATED 10' ALUMINUM SIGNAL POST AND FOUNDATION
- RELOCATED 8' ALUMINUM SIGNAL POST AND FOUNDATION
- RELOCATED STEEL MAST ARM
- 2" SCHEDULE 80 PVC CONDUIT
- TRAFFIC SIGN



SEE SHEET 35 OF 35 (TRA-4) FOR NOTES AND FURTHER DETAIL

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DESIGNED BY: D. ROMA
DRAWN BY: S.WYMAN
CHECKED BY: J. ADAMS
SCALE: 1" = 10'
DATE: APRIL 29, 2015

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 9682
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET
RECONSTRUCTION PROJECT
TRAFFIC PLAN
CENTER STREET

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

SHEET # 33 OF 35

PLAN NUMBER
TRA-2

SIGN LEGEND

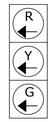
ALL SIGNS SUPPLIED BY CITY TRAFFIC DIVISION SEE ITEM 645.271 NOTES UNDER SPRING ST. AT TEMPLE ST. AND UNION ST. ON SHEET 35.

NOTE: ALL INDICATIONS SHALL BE 12 INCH LIGHT EMITTING DIODES WITH 5" BACK PLATES.

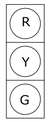
R3-5L
30"X24"

QTY: 2

QTY: 8 (RE-USE EXISTING)



2 (SUPPLIED BY CITY)



4 (RE-USE EXISTING)
8 (SUPPLIED BY CITY)

SIGNAL INDICATIONS

SIGNAL TIMING

	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MIN GREEN		5	5	5		5	5	5
EXTENSION		3	2	3		3	2	2
MAX I		20	10	25		20	15	20
MAX II *		50	10	20		50	15	15
VEH. CLEAR		3		3		3		3
RED CLEAR		2		2		2		2
WALK**		5		5				
ADVNACE WALK**		3		3				
PED CLEAR		13		15				
DYNAMIC MAX		30	15	35		30	20	30
DYNAMIC STEP		5	5	5		5	5	5
RECALL		SOFT				SOFT		
DET. MEMORY		OFF	OFF	OFF		OFF	OFF	OFF
FLASH		Y	BLANK	R		Y	BLANK	R
DUAL ENTRY								ON

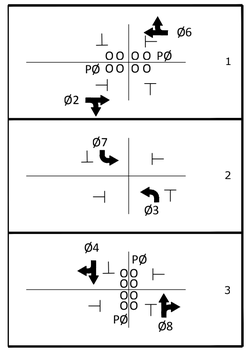
SIGNAL TIMING NOTES
1. SIGNAL TO OPERATE ON COLORS AT ALL TIMES
2. FLASH MODE IS FOR EMERGENCIES ONLY.
3. TIMES SHOWN ARE FOR FREE OPERATION ONLY.
4. CONCURRENT PEDESTRIAN WALK PHASES TO BE PROGRAMMED ON RECALL, NO PEDESTRIAN BUTTONS TO BE INSTALLED.

* MAX II SPECIAL EVENTS PROGRAMS

1. INITIAL SUGGESTED PROGRAM DURING EXITING TRAFFIC TIMES FOR CIVIC CENTER EVENTS.
2. PROGRAM TO BE ADJUSTED IN FIELD TO OPTIMIZE EXITING TRAFFIC OPERATIONS (BY OTHERS).

** CONCURRENT PED PHASES TO START WITH A 3 SECOND ADVANCE WALK PHASE (ALL-RED), FOLLOWED BY 5 SECOND WALK PHASE AND THEN THE PED CLEARANCE PHASE

TYPICAL PHASE SEQUENCE



*DUAL RING OPERATION ON TEMPLE ST. AND UNION ST.

LEGEND

- PROPOSED 12" STOP BAR
- CROSSWALK MARKINGS
- VIDEO DETECTION ZONE (RE-USE EXISTING)
- SINGLE WHITE LANE LINE MARKING
- DOUBLE YELLOW CENTER LINE MARKING
- SIGNAL HEAD
- EXISTING VIDEO DETECTION
- EXISTING GROUND MOUNTED SIGNAL CONTROLLER
- EXISTING COUNTDOWN PEDESTRIAN HEAD ASSEMBLY (NO PUSH BUTTON)
- PROPOSED 12"X12" ELECTRICAL JUNCTION BOX (ME DOT ITEM 626.11)
- RELOCATED 10' ALUMINUM SIGNAL POST AND FOUNDATION
- 8' ALUMINUM SIGNAL POST AND FOUNDATION (SUPPLIED BY CITY)
- EXISTING STEEL MAST ARM TO REMAIN
- RELOCATED STEEL MAST ARM
- 2" SCHEDULE 80 PVC CONDUIT
- TRAFFIC SIGN

STRUCTURE TABLE:

	LOCATION:
Ⓐ RELOCATE 21'± MAST ARM ON NEW FOUNDATION:	STA: 34+22.34 OFFSET: 28.74 L
Ⓑ RELOCATE 21'± MAST ARM ON NEW FOUNDATION:	STA: 35+12.03 OFFSET: 24.56 L
Ⓒ EXISTING 35'± MAST ARM TO REMAIN:	STA: 35+27.35 OFFSET 55.87 R
Ⓓ RELOCATE 10' PEDESTAL POLE ON 24" FOUNDATION:	STA: 34+54.63 OFFSET: 44.65 L
Ⓔ RELOCATE 10' PEDESTAL POLE ON 24" FOUNDATION:	STA: 34+91.31 OFFSET: 32.50 R
Ⓕ EXISTING 35' ± MAST ARM TO REMAIN:	STA: 34+25.54 OFFSET: 42.33 R
Ⓖ PROPOSED 8' PEDESTAL POLE ON 18" FOUNDATION (SUPPLIED BY CITY):	STA: 34+24.77 OFFSET: 32.33 R
Ⓗ PROPOSED 8' PEDESTAL POLE ON 18" FOUNDATION (SUPPLIED BY CITY):	STA: 35+28.78 OFFSET: 41.81 L

SEE SHEET 35 OF 35 (TRA-4) FOR NOTES AND FURTHER DETAIL

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REFERENCES:
Civil 3D 2014 Drawing Name:
SpringSt_Traffic_2014.dwg

DESIGNED BY: D. ROMA
DRAWN BY: S.WYMAN
CHECKED BY: J. ADAMS
SCALE: 1" = 10'
DATE: APRIL 29, 2015

JOHN QUENTIN ADAMS No. 9684 REGISTERED PROFESSIONAL ENGINEER STATE OF MAINE

SPRING STREET
RECONSTRUCTION PROJECT
TRAFFIC PLAN
TEMPLE/UNION

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

CITO RESURGAM OF PORTLAND, MAINE

SHEET # 34 OF 35

PLAN NUMBER
TRA-3

GENERAL NOTES:

1. CONTRACTOR TO REMOVE ALL CONFLICTING SIGNS AND MARKINGS.
2. PRIOR TO CONSTRUCTION, EXCAVATIONS, BORINGS, ETC., CONTRACTOR MUST NOTIFY DIGSAFE AND A SITE IDENTIFICATION NUMBER AND DIGSAFE DATE MUST BE OBTAINED.
3. CONTRACTOR TO VERIFY THE LOCATION, DEPTH AND MATERIAL OF ALL SUBSURFACE UTILITIES.
4. CONTRACTOR SHALL MEET ALL UTILITY SERVICE REQUIREMENTS FOR NEW ELECTRICAL SERVICE CONNECTIONS.
5. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER THAT WILL CAUSE MINIMUM DISRUPTION TO TRAFFIC.
6. ANY ITEMS THAT ARE PROPOSED AS EQUAL SHALL BE APPROVED THROUGH THE CITY OF PORTLAND AND MaineDOT.
7. ALL CONDUIT TO BE SCHEDULE 80 PVC, EXCEPT FROM POWER SOURCE TO CONTROLLER CABINET WHICH SHALL BE STEEL.
8. CONTRACTOR TO REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT NOT BEING RE-USED AND SHALL RETURN EQUIPMENT TO THE CITY OF PORTLAND.

SIGNAL NOTES:

1. THE TRAFFIC SIGNAL EQUIPMENT SHALL MEET THE REQUIREMENTS AND SPECIFICATIONS OF THE MaineDOT AND THE CITY OF PORTLAND.
2. THE SIGNAL WILL BE EQUIPPED WITH ALL NECESSARY SIGNAL COMMUNICATIONS EQUIPMENT TO BE FULLY FUNCTIONAL AND INTEGRATED IN THE FUTURE WITH THE CITY OF PORTLAND STREETWISE SIGNAL MANAGEMENT SYSTEM.

DETECTION NOTES:

1. INSTALL ONE FLIR THERMAL SENSOR DETECTION ON EACH OF THE THREE INTERSECTION APPROACHES AS DEPICTED ON THE PLANS AND ASSOCIATED EQUIPMENT TO ALLOW FOR VEHICLE PRESENCE DETECTION, TRAFFIC COUNTING AND FUTURE REMOTE VIEWING AND ADJUSTMENT.
2. FLIR THERMAL SENSOR DETECTION SHALL BE INSTALLED AT THE OPTIMAL HEIGHT AND LOCATION WITH APPROPRIATE LENS (WIDE, MEDIUM OR NARROW) ANGLE BY THE CONTRACTOR AND APPROVED BY THE ENGINEER TO ENSURE OPTIMAL PERFORMANCE.

MAST ARM & FOUNDATIONS NOTES:

1. PROPOSED MAST ARMS SHALL BE SUPPLIED BY AND DELIVERED TO THE SITE BY THE CITY TRAFFIC DIVISION.
2. CONTRACTOR TO SUBMIT SHOP DRAWINGS STAMPED BY A STRUCTURAL ENGINEER FOR NEW FOUNDATION AND MAST ARMS.
3. CONTRACTOR TO VERIFY EXISTING SOIL CONDITIONS AND PROPERTIES IN VICINITY OF ALL PROPOSED MAST ARMS AND FOUNDATIONS.
4. EXISTING MAST ARMS TO BE RE-PAINTED WITH ANODIZED BLACK PAINT. PAINT TYPE AND COLOR TO BE CONFIRMED WITH CITY TRAFFIC DIVISION PRIOR TO APPLICATION.

SIGNS & MARKINGS NOTES:

1. ALL SIGNS SHALL BE SUPPLIED BY THE CITY TRAFFIC DIVISION AND SHALL BE SUPPLIED WITH WIND LOAD REDUCTION CIRCULAR HOLES.
2. CONTRACTOR TO COORDINATE WITH CITY TRAFFIC DIVISION ON SCHEDULE AND DELIVERY OF LANE-USE SIGNS.
3. CITY TRAFFIC DIVISION SHALL DEMOUNT AND REMOUNT STREET NAME SIGNS IF NECESSARY; CONTRACTOR TO COORDINATE WITH CITY TRAFFIC DIVISION.

SIGNAL HEADS NOTES:

1. VEHICLE SIGNAL HEAD HOUSING SHALL BE BLACK COLOR AND BE MCCAIN MODEL MTSTA OR MTSTP SERIES OR APPROVED EQUAL.
2. ALL SIGNAL HEADS SHALL BE 12" DIAMETER LED.
3. ALL SIGNAL HEADS SHALL HAVE 5" LOUVERED BACKPLATES.
4. ALL SIGNAL HEADS SHALL BE EQUIPPED WITH VISORS.
5. PEDESTRIAN SIGNAL INDICATIONS, SIGNS, AND PUSH BUTTONS; INTENT IS TO INSTALL NEW EQUIPMENT SUPPLIED BY THE CITY.

SIGNAL HEAD MOUNTING NOTES:

1. SIGNAL HEADS SHALL BE FIXED MOUNTED TO MAST ARMS WITH ASTRO BRACKETS. SEE NOTE 8 UNDER ITEM 643.71
2. BOTTOM OF SIGNAL HEAD HOUSING SHALL BE A MINIMUM OF 17 FT BUT NOT MORE THAN 19 FT ABOVE THE GRADE AT THE CENTER OF THE ROADWAY.

CABINET AND CONTROLLER NOTES:

1. INSTALL A TRAFFICWARE/NAZTEC MODEL 980-E TS-2 TYPE 1 CONTROLLER WITH ETHERNET PORT IN A NEMA P-44 BASE MOUNTED CABINET WITH A 15" EXTENSION.
2. ALL MAJOR COMPONENTS OF THE CONTROLLER CABINET ASSEMBLY SHALL BE FROM THE SAME MANUFACTURER; INCLUDING CABINET ASSEMBLY, CONTROLLER, MMU, BIU'S, AND CABINET POWER SUPPLY. MMU: TRAFFICWARE/NAZTEC MODEL MMU-516L WITH LCD, KEYPAD AND COMMUNICATIONS PORT; BIU: TRAFFICWARE/NAZTEC MODEL BIU-130; CABINET POWER SUPPLY TRAFFICWARE/NAZTEC MODEL TS2-CAB-PS.

TEMPORARY TRAFFIC CONTROL:

1. CONTRACTOR TO CONFIRM AND COORDINATE WITH CITY TRAFFIC DIVISION ON TEMPORARY TRAFFIC CONTROL DURING CONSTRUCTION.
2. CITY TRAFFIC DIVSION WILL MAINTAIN TEMPORARY TRAFFIC CONTROL WITH OPERATIONAL TRAFFIC SIGNAL DURING CONSTRUCTION BY UTILIZING EXISTING PEDESTAL POLES AND MAST ARM UNTIL SWITCH-OVER TO NEW TRAFFIC SIGNAL.

ITEM 643.71 (LS) AT THE INTERSECTION OF SPRING ST. AT HIGH ST. SHALL INCLUDE:

1. 1 - NAZTEC TS2 TYPE 1 SIGNAL CONTROLLER WITH ETHERNET PORT AS SPECIFIED, SUPPLIED BY CONTRACTOR
2. 5 - SIGNAL HEADS - (3 BALL SECTION) - 2 RE-USE ON HIGH STREET NORTHBOUND APPROACH, 3 SUPPLIED BY CITY TRAFFIC DIVISION.
3. 2 - SIGNAL HEADS - (4 SECTION BI-MODAL) - 2 SUPPLIED BY CITY TRAFFIC DIVISION
4. 1 - SIGNAL HEAD - (5 SECTION BI-MODAL) - INDICATION (SECTIONS), SUPPLIED BY CITY AND 5 SECTION SIGNAL HEAD ASSEMBLED BY CONTRACTOR.
5. 2 - MAST ARMS SUPPLIED BY CITY ON NEW FOUNDATIONS.
6. 1 - 10 FT PEDESTAL POLE SUPPLIED BY CITY ON NEW FOUNDATION.
7. 4 - 8 FT PEDESTAL POLES SUPPLIED BY CITY ON NEW FOUNDATION.
8. CITY SHALL SUPPLY ASTRO BRACKETS WITH ALL SUPPLIED SIGNAL HEADS; 6 ANTICIPATED, CONTRACTOR TO CONFIRM WITH CITY TRAFFIC DIVISION.
9. ELECTRICAL SERVICE CONNECTION
10. WIRE INTERSECTION
11. NEW PEDESTRIAN HEADS, PUSH BUTTONS AND SIGNS TO BE SUPPLIED BY THE CITY AND INSTALLED BY THE CONTRACTOR.
12. ALL NECESSARY INCIDENTAL EQUIPMENT AND MATERIALS REQUIRED TO COMPLETE 634.71 WORK.

ITEM 645.271 - REGULATION, WARNING, CONFIRMATION, AND ROUTE SIGNS TYPE 1:

1. SHALL BE SUPPLIED AND DELIVERED TO THE SITE BY THE CITY TRAFFIC DIVISION.
2. CONTRACTOR TO COORDINATE WITH CITY TRAFFIC DIVISION APPROPRIATELY ON SCHEDULE AND DELIVERY OF SIGNS.

GENERAL NOTES:

1. CONTRACTOR TO REMOVE ALL CONFLICTING SIGNS AND MARKINGS.
2. PRIOR TO CONSTRUCTION, EXCAVATIONS, BORINGS, ETC., CONTRACTOR MUST NOTIFY DIGSAFE AND A SITE IDENTIFICATION NUMBER AND DIGSAFE DATE MUST BE OBTAINED.
3. CONTRACTOR TO VERIFY THE LOCATION, DEPTH AND MATERIAL OF ALL SUBSURFACE UTILITIES.
4. CONTRACTOR SHALL MEET ALL UTILITY SERVICE REQUIREMENTS FOR NEW ELECTRICAL SERVICE CONNECTIONS.
5. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER THAT WILL CAUSE MINIMUM DISRUPTION TO TRAFFIC.
6. ANY ITEMS THAT ARE PROPOSED AS EQUAL SHALL BE APPROVED THROUGH THE CITY OF PORTLAND AND MaineDOT.
7. ALL CONDUIT TO BE SCHEDULE 80 PVC, EXCEPT FROM POWER SOURCE TO CONTROLLER CABINET WHICH SHALL BE STEEL.
8. CONTRACTOR TO REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT NOT BEING RE-USED AND SHALL RETURN EQUIPMENT TO THE CITY OF PORTLAND.

SIGNAL NOTES:

1. PROPOSED TRAFFIC SIGNAL EQUIPMENT SHALL MEET THE REQUIREMENTS AND SPECIFICATIONS OF THE MaineDOT AND THE CITY OF PORTLAND.

DETECTION NOTES:

1. INSTALL ONE FLIR THERMAL SENSOR DETECTION ON EACH OF THE FOUR INTERSECTION APPROACHES AS DEPICTED ON THE PLANS AND ASSOCIATED EQUIPMENT TO ALLOW FOR VEHICLE PRESENCE DETECTION, TRAFFIC COUNTING AND FUTURE REMOTE VIEWING AND ADJUSTMENT.
2. FLIR THERMAL SENSOR DETECTION SHALL BE INSTALLED AT THE OPTIMAL HEIGHT AND LOCATION WITH APPROPRIATE LENS (WIDE, MEDIUM OR NARROW) ANGLE BY THE CONTRACTOR AND APPROVED BY THE ENGINEER TO ENSURE OPTIMAL PERFORMANCE.

MAST ARM & FOUNDATIONS NOTES:

1. CONTRACTOR TO RESET EXISTING MAST ARMS ON NEW FOUNDATION AS NOTED.
2. CONTRACTOR TO SUBMIT SHOP DRAWINGS STAMPED BY A STRUCTURAL ENGINEER FOR NEW FOUNDATION DESIGN AND EXISTING MAST ARM ADEQUACY.
3. CONTRACTOR TO VERIFY EXISTING SOIL CONDITIONS AND PROPERTIES IN VICINITY OF ALL PROPOSED MAST ARMS AND FOUNDATIONS.
4. EXISTING MAST ARMS TO BE RE-PAINTED WITH ANODIZED BLACK PAINT. PAINT TYPE AND COLOR TO BE CONFIRMED WITH CITY TRAFFIC DIVISION PRIOR TO APPLICATION.

SIGNS & MARKINGS NOTES:

1. ALL SIGNS SHALL BE SUPPLIED BY THE CITY TRAFFIC DIVISION AND SHALL BE SUPPLIED WITH WIND LOAD REDUCTION CIRCULAR HOLES.
2. CONTRACTOR TO COORDINATE WITH CITY TRAFFIC DIVISION ON SCHEDULE AND DELIVERY OF LANE-USE SIGNS.
3. CITY TRAFFIC DIVISION SHALL DEMOUNT AND REMOUNT STREET NAME SIGNS, IF NECESSARY; CONTRACTOR TO COORDINATE WITH CITY TRAFFIC DIVISION.

SIGNAL HEADS NOTES:

1. VEHICLE SIGNAL HEAD HOUSING SHALL BE BLACK COLOR AND BE MCCAIN MODEL MTSTA OR MTSTP SERIES OR APPROVED EQUAL.
2. ALL SIGNAL HEADS SHALL BE 12" DIAMETER LED.
3. ALL SIGNAL HEADS SHALL HAVE 5" LOUVERED BACKPLATES.
4. ALL SIGNAL HEADS SHALL BE EQUIPPED WITH VISORS.
5. RE-USE EXISTING PEDESTRIAN SIGNAL INDICATIONS, SIGNS, AND PUSH BUTTON EQUIPMENT.

SIGNAL HEAD MOUNTING NOTES:

1.SIGNAL HEADS SHALL BE FIXED MOUNTED TO MAST ARMS WITH ASTRO BRACKETS. SEE NOTE 9 UNDER ITEM 643.71

2.BOTTOM OF SIGNAL HEAD HOUSING SHALL BE A MINIMUM OF 17 FT BUT NOT MORE THAN 19 FT ABOVE THE GRADE AT THE CENTER OF THE ROADWAY.

CABINET AND CONTROLLER NOTES:

1. EXISTING CABINET, SIGNAL CONTROLLER AND RELATED COMPONENTS TO REMAIN.
2. CONTRACTOR TO INSPECT CONDITION AND INTEGRITY OF EXISTING CABINET AND CLOSE OR SEAL ANY HOLES OR CRACKS.
3. EXISTING FIELD WIRES (FROM CABINET TO FIELD EQUIPMENT) TO BE REPLACED.

TEMPORARY TRAFFIC CONTROL:

1. CONTRACTOR TO CONFIRM AND COORDINATE WITH CITY TRAFFIC DIVISION ON TEMPORARY TRAFFIC CONTROL DURING CONSTRUCTION.

2. INTENT IS TO MAINTAIN TEMPORARY TRAFFIC CONTROL DURING CONSTRUCTION WITH STOP SIGNS ON THE CENTER STREET APPROACHES AND IF NECCESARY, STOP SIGNS ON THE SPRING STREET APPROACHES.

ITEM 643.71 (LS) AT THE INTERSECTION OF SPRING ST. AT CENTER ST. SHALL INCLUDE:

1. 6 - SIGNAL HEADS (3-BALL SECTION) - 2 RE-USE EXISTING, 4 NEW SUPPLIED BY CITY.
2. 2 - SIGNAL HEADS (5-SECTION) - SUPPLIED BY CITY
3. RESET (2) EXISTING 21 FT ± MAST ARMS ON NEW FOUNDATION
4. RESET (4) EXISTING 10 FT PEDESTAL POLES ON NEW FOUNDATION
5. RESET (2) EXISTING 8 FT PEDESTAL POLES ON NEW FOUNDATION
6. RELOCATE EXISTING PEDESTRIAN HEAD, PUSH BUTTONS AND SIGNS ON RELOCATED MAST ARMS AND PEDESTAL POLE.
7. WIRE INTERSECTION FROM CABINET TO FIELD EQUIPMENT
8. INSPECT AND REPAIR (SEAL) EXISTING CONTROLLER CABINET, IF NECESSARY
9. CONTRACTOR TO COORDINATE AND CONFIRM WITH CITY TRAFFIC DIVISION ON CONDITION OF ASTRO-BRACKETS, CITY TO SUPPLY NEW ASTRO-BRACKETS SHOULD REPLACEMENT BE WARRANTED; IT IS ANTICIPATED THAT 3 SHALL BE REPLACED.
10. ALL NECESSARY INCIDENTAL EQUIPMENT AND MATERIALS REQUIRED TO COMPLETE 643.71 WORK

ITEM 645.271 - REGULATION, WARNING, CONFIRMATION AND ROUTE SIGNS TYPE-1:

1. SHALL BE SUPPLIED AND DELIVERED TO THE SITE BY THE CITY TRAFFIC DIVISION.
2. CONTRACTOR TO COORDINATE WITH CITY TRAFFIC DIVISION APPROPRIATELY ON SCHEDULE AND DELIVERY OF SIGNS

GENERAL NOTES:

1. CONTRACTOR TO REMOVE ALL CONFLICTING SIGNS AND MARKINGS.
2. PRIOR TO CONSTRUCTION, EXCAVATIONS, BORINGS, ETC., CONTRACTOR MUST NOTIFY DIGSAFE AND A SITE IDENTIFICATION NUMBER AND DIGSAFE DATE MUST BE OBTAINED.
3. CONTRACTOR TO VERIFY THE LOCATION, DEPTH AND MATERIAL OF ALL SUBSURFACE UTILITIES.
4. CONTRACTOR SHALL MEET ALL UTILITY SERVICE REQUIREMENTS FOR NEW ELECTRICAL SERVICE CONNECTIONS.
5. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER THAT WILL CAUSE MINIMUM DISRUPTION TO TRAFFIC.
6. ANY ITEMS PROPOSED AS EQUAL SHALL BE APPROVED THROUGH THE CITY OF PORTLAND AND MaineDOT.
7. ALL CONDUIT TO BE SCHEDULE 80 PVC, EXCEPT FROM POWER SOURCE TO CONTROLLER CABINET WHICH SHALL BE STEEL.
8. CONTRACTOR TO REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT NOT BEING RE-USED AND SHALL RETURN EQUIPMENT TO THE CITY OF PORTLAND.

SIGNAL NOTES:

1. THE TRAFFIC SIGNAL EQUIPMENT SHALL MEET THE REQUIREMENTS AND SPECIFICATIONS OF THE MaineDOT AND CITY OF PORTLAND.

DETECTION NOTES:

1. THE EXISTING TRAFICON VIP VIDEO DETECTION SYSTEM SHALL BE INSTALLED ON RELOCATED MAST ARMS.
2. TRAFICON VIP VIDEO DETECTION SHALL BE INSTALLED AT THE OPTIMAL HEIGHT AND LOCATION BY THE CONTRACTOR AND APPROVED BY THE ENGINEER TO ENSURE OPTIMAL PERFORMANCE.

MAST ARM & FOUNDATIONS NOTES:

1. CONTRACTOR TO RESET EXISTING MAST ARMS ON NEW FOUNDATION AS NOTED.
2. CONTRACTOR TO SUBMIT SHOP DRAWINGS STAMPED BY A STRUCTURAL ENGINEER FOR NEW FOUNDATION DESIGN AND EXISTING MAST ARM ADEQUACY.
3. CONTRACTOR TO VERIFY EXISTING SOIL CONDITIONS AND PROPERTIES IN VICINITY OF ALL PROPOSED MAST ARMS AND FOUNDATIONS.
4. MAST ARMS TO BE RE-PAINTED WITH ANODIZED BLACK PAINT. PAINT TYPE AND COLOR TO BE CONFIRMED WITH CITY TRAFFIC DIVISION PRIOR TO APPLICATION.

SIGNS & MARKINGS NOTES:

1. ALL SIGNS SHALL BE SUPPLIED BY THE CITY TRAFFIC DIVISION AND SHALL BE SUPPLIED WITH WIND LOAD REDUCTION CIRCULAR HOLES.
2. CONTRACTOR TO COORDINATE WITH CITY TRAFFIC DIVISION ON SCHEDULE AND DELIVERY OF LANE-USE SIGNS.
3. CITY TRAFFIC DIVISION SHALL DEMOUNT AND REMOUNT STREET NAME SIGNS, IF NECESSARY; CONTRACTOR TO COORDINATE WITH CITY TRAFFIC DIVISION.

SIGNAL HEADS NOTES:

1. VEHICLE SIGNAL HEAD HOUSING SHALL BE BLACK COLOR AND MCCAIN MODEL MTSTA OR MTSTP SERIES OR APPROVED EQUAL.
2. ALL SIGNAL HEADS SHALL BE 12" DIAMETER LED.
3. ALL SIGNAL HEADS SHALL HAVE 5" LOUVERED BACKPLATES.
4. ALL SIGNAL HEADS SHALL BE EQUIPPED WITH VISORS.
5. RE-USE EXISTING PEDESTRIAN SIGNAL INDICATION EQUIPMENT, EXCEPT PED PUSH-BUTTONS. PED PUSH-BUTTONS SHALL NOT BE INSTALLED; CONCURRENT PED PHASES SHALL BE SET TO RECALL. NEW SIGNS SHALL BE INSTALLED (SEE DETAIL, SHEET 33 (D-2), OR APPROVED EQUAL.).

SIGNAL HEAD MOUNTING NOTES:

1. SIGNAL HEADS SHALL BE FIXED MOUNTED TO MAST ARMS WITH ASTRO BRACKETS. SEE NOTE 9 UNDER ITEM 643.71.
2. BOTTOM OF SIGNAL HEAD HOUSING SHALL BE A MINIMUM OF 17 FT BUT NOT MORE THAN 19 FT ABOVE THE GRADE AT THE CENTER OF THE ROADWAY.

CABINET AND CONTROLLER NOTES:

1. EXISTING FIELD WIRES (FROM CABINET TO FIELD EQUIPMENT) TO BE REPLACED.

TEMPORARY TRAFFIC CONTROL:

1. CONTRACTOR TO CONFIRM AND COORDINATE WITH CITY TRAFFIC DIVISION ON TEMPORARY TRAFFIC CONTROL DURING CONSTRUCTION.
2. INTENT IS TO MAINTAIN TEMPORARY TRAFFIC CONTROL DURING CONSTRUCTION WITH STOP SIGNS ON THE CENTER STREET APPROACHES AND IF NECCESARY, STOP SIGNS ON THE SPRING STREET APPROACHES.

ITEM 643.71 (LS) AT THE INTERSECTION OF SPRING ST. AT TEMPLE ST. SHALL INCLUDE:

1. 12 - SIGNAL HEADS (3 BALL SECTION) - 4 RE-USE EXISTING, 8 NEW SUPPLIED BY CITY
2. 2 - SIGNAL HEADS (3 SECTION ARROW) - 2 SUPPLIED BY CITY
3. DEMOUNT AND REMOUNT EXISTING VIDEO DETECTION ON RELOCATED MAST ARMS
4. RESET (2) EXISTING 21 FT ± MAST ARMS ON NEW FOUNDATIONS
5. RESET (2) EXISTING 10 FT. PEDESTAL POLES ON NEW FOUNDATIONS
6. INSTALL (2) 8 FT PEDESTAL POLES SUPPLIED BY CITY ON NEW FOUNDATIONS
7. RELOCATE EXISTING PEDESTRIAN HEADS AND SIGNS ON RELOCATED MAST ARMS AND PEDESTAL POLES, PED BUTTON SHALL NOT BE INSTALLED.
8. WIRE INTERSECTION (FROM CABINET TO FIELD EQUIPMENT)
9. CONTRACTOR TO COORDINATE AND CONFIRM WITH CITY TRAFFIC DIVISION ON CONDITION OF ASTRO-BRACKETS. CITY TO SUPPLY NEW ASTRO-BRACKETS SHOULD REPLACEMENT BE WARRANTED; IT IS ANTICIPATED THAT 4 SHALL BE REPLACED.
10. ALL NECESSARY INCIDENTAL EQUIPMENT AND MATERIALS REQUIRED TO COMPLETE 643.71 WORK.

ITEM 645.271 - REGULATION, WARNING, CONFIRMATION AND ROUTE SIGNS TYPE 1:

1. SHALL BE SUPPLIED AND DELIVERED TO THE SITE BY THE CITY TRAFFIC DIVISION.
2. CONTRACTOR TO COORDINATE WITH CITY TRAFFIC DIVISION APPROPRIATELY ON SCHEDULE AND DELIVERY OF SIGNS

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www.miloneandmacbroom.com

REFERENCES:
Civil 3D 2014 Drawing Name:
Spring&S_Traffic_2014.dwg

DESIGNED BY:	CHECKED BY:	SCALE:	DATE:
D. ROMA	J. ADAMS	1" = 20'	APRIL 29, 2015
DRAWN BY:			
S.WYMAN			

STATE OF MAINE
JOHN QUENTIN ADAMS
No. 9694
REGISTERED PROFESSIONAL ENGINEER

SPRING STREET RECONSTRUCTION PROJECT
TRAFFIC PLAN
TEMPLE/UNION

CITY OF PORTLAND, MAINE
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION

CITY OF PORTLAND MAINE

SHEET #
35 OF 35

PLAN NUMBER
TRA-4